

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " " G. F. Morrison, R.M.R.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
 THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons Captain W. A. Valentine.

"NANNING," 1,569 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

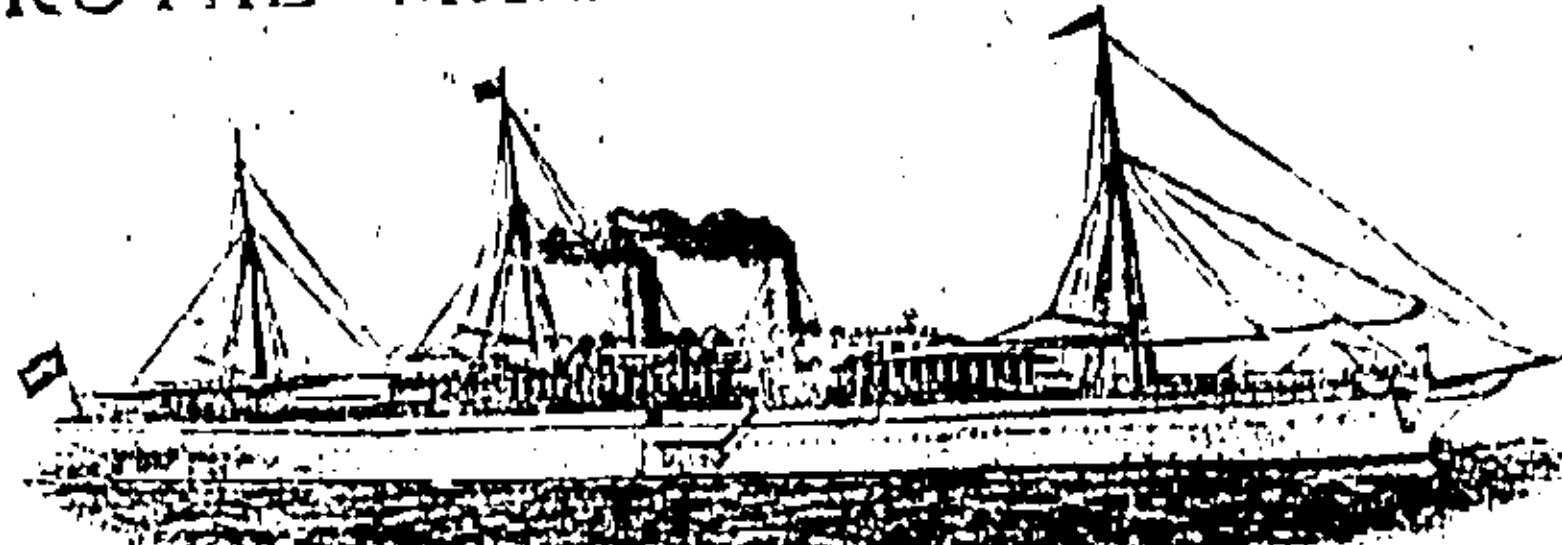
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st July, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
 Steamers. Tons. Commanders. Sailing Dates.

R.M.S. "EMPERESS OF INDIA," 6,000 E. Beahm, R.M.R. WEDNESDAY, 23rd Aug.
 "TARTAR" 4,425 W. Davison, R.M.R. WEDNESDAY, 13th Sept.
 "EMPERESS OF JAPAN," 6,000 H. Pybus, R.M.R. WEDNESDAY, 20th Sept.
 "EMPERESS OF CHINA," 6,000 R. Archibald, R.M.R. WEDNESDAY, 18th Oct.
 "ATHENIAN" 4,440 S. Robinson, R.M.R. WEDNESDAY, 1st Nov.

Hongkong to London, 1st Class, \$112. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent.
 Hongkong, 9th August, 1905. Corner Pedder Street and Praya, opposite Blaks Plaz. [10]

HAMBURG-AMERIKA LINIE.

OFTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
LIBERIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	27th August. Freight.
RHEANIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	8th Sept. Freight and Passengers.
SPERZA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	11th Sept. Freight.
SCANDIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept. Freight and Passengers.
SILESIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th October. Freight and Passengers.
SLAVONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th October. Freight and Passengers.
VANDALIA	NEW YORK via SUEZ, with liberty to call at the Malabar coast.	about beginning of Oct. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duty qualified Doctor and Stewards are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 18th August, 1905.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ RECENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
PREUSSEN	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
BAYERN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.

ON WEDNESDAY, the 30th day of August, 1905, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Capt. E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 28th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 29th instant, and Parcels will be received at the Agency Office until NOON, on TUESDAY, the 29th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewards. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,303	TUESDAY, 22nd August.
WILLEHAD	4,761	TUESDAY, 19th September.
PRINZ WILHELM	3,227	TUESDAY, 17th October.

ON TUESDAY, the 22nd August, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain E. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

(REACHING YOKOHAMA IN LESS THAN SIX DAYS.)

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	WILLEHAD	TUESDAY, 29th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 30th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAYERN	WEDNESDAY, 13th Sept.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 18th August, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUHONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG" SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.
 THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip \$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from HONGKONG to SANSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 5th July, 1905.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJILATJAP	JAPAN	Second half August	JAVA PORTS	First half September
BOGOR	JAPAN	First half September	JAVA PORTS	First half September
TJIPANAS	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 7th August, 1905.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILL STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 500, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

THE ORIENTAL CONSTRUCTION COMPANY CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS.

HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

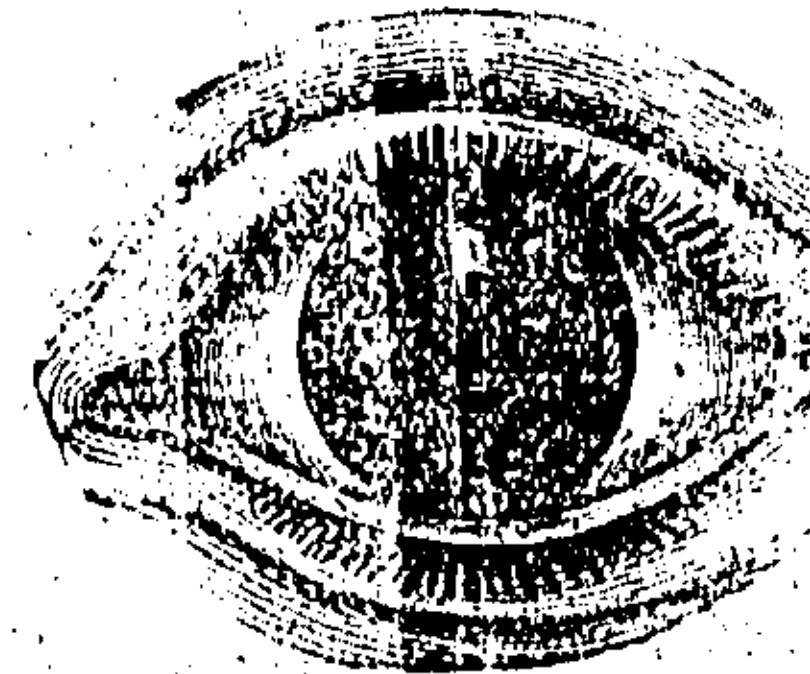
RAILWAYS, MINES, WATER SUPPLIES, REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS,

HONGKONG.

Hongkong, 12th July, 1905.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.
 10, D'ARQUILL STREET, HONGKONG,
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,

21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

Hongkong, 24th March, 1904.

COLD STORAGE.

THE HONGKONG ICE COMPANY.

LTD., have now 10,000 Cubic feet of

COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M.

daily, Sunday excepted, to receive and deliver

perishable goods.

WM. PARLANE,

Manager.

Hongkong, 22nd June, 1905.



Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CALNE & WILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,

50, Queen's Road Central,

Hongkong.

Hongkong, 19th May, 1905.

BAY VIEW HOUSE, MACAO.

SITUATED at the most Charming Part

of Macao's Famous Beach, has just

been opened for the public and for the

benefit of Hongkong Visitors, who travel

to this Delightful Resort.

BATHING PARTIES, and indeed every

Holiday Seeker on pleasure bent, will find

all their wants supplied at BAY VIEW

HOUSE.

MORNING TEAS, BREAKFASTS,

TIFINS, AFTERNOON TEAS, and

DINNERS can be supplied to any number

at the shortest notice, and at the most

reasonable prices.

On SUNDAYS Meals served a la carte

from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and

LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every

description, including Ices, may be had at

the lowest prices.

After one trial of the fancy fare at BAY

VIEW HOUSE, you will be loth to return

to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Macao, 7th June, 1905.

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THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING

and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

Intimations.

**WM. POWELL,
LIMITED.**

**"ALEXANDRA
BUILDINGS"**

Des Vaux Road.

**LADIES'
DEPARTMENT.**

**NEW
GOODS.**

**SILK BELTS,
KID BELTS,
LACE
SCARVES,**

**SPOT
SILK
SCARVES,**

**OPENWORK
GLOVES,
AND
MITTENS.**

**MUSLIN
BLOUSES
AND
SILK
BLOUSES.**

**PRETTY
UNTRIMMED
STRAW
HATS,
\$1.50 Upwards.**

**THE NEWEST
DRESS
FABRICS**

obtainable.

PRICES MODERATE.

**Wm. POWELL, Ltd.,
HONGKONG.**

Hongkong, 9th August, 1905.

Intimations.

GOVERNMENT OF BRITISH NORTH
BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1906, 1907, 1908.

TENDERS will be received by the Secretary to the Governor, Sandakan, on or before 2nd October, 1905, for the following REVENUE FARMS, for the year 1906, or for the three years 1906, 1907, 1908.

OPIUM FARM.
SPIRIT LICENSE FARM.
PAWNBROKING FARM.
CUSTOMS FARM (North Borneo only).
GAMBLING RESTRICTION FARM (North Borneo only).

For particulars, apply to—

GIBB, LIVINGSTON & Co.,
Agents, British North Borneo Co.,
Hongkong.

Hongkong, 22nd July, 1905.

CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG

AT

\$4.50 per hundred.

FLOR DE MONDEGO

AT

\$6.00 per hundred.

Sold in

AIR-TIGHT TINS

AT

TUNG CHONG WO,

98, Queen's Road Central,

Opposite Central Market.

Hongkong, 9th June, 1905.

NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the Public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.00 PER THOUSAND Cubic Feet, they now offer the following FAVOURABLE TERMS to INTENDING CONSUMERS:—

1. SERVICES up to 50 feet in length will be laid FREE.

2. NO CHARGE will be made for METER-FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intending or existing customers.

The Company Hire or Sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting—and INVITE INSPECTION of their Stock at their NEW SHOW-ROOMS at WEST POINT.

GEORGE CURRY,

Local Secretary.

Hongkong, 13th June, 1905.



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—
On MONDAY, 28th August:—

From Lyman, West Battery, towards entrance to Junk Bay, at ranges of 600 to 4,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

If the weather is unfavourable on the above date, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

BASIL TAYLOR,

Harbour Master, &c.

Harbour Department,
Hongkong, 16th August, 1905.

"SEETON"

A FIRST-CLASS FAMILY
HEALTH RESORT.

SPLENDID BATHING FACILITIES for ADULTS and CHILDREN.
SEPARATE BATHING ACCOMMODATION for LADIES and GENTLEMEN.
LAWNS suitable for Private Parties and Picnics catered for.
First-class refreshments only supplied.

Picnics catered for.
Special Launches will leave Blake Pier on the following days (weather permitting):
Tuesdays leave at 5.15 p.m. Return at 7 p.m.
Thursdays leave at 5.15 p.m. Return at 7 p.m.
Saturdays leave at 3.15 p.m. Return at 7 p.m.
Sundays leave at 3.15 p.m. Return at 7 p.m.
Launches will call at Police Pier, Kowloon, on Saturdays and Sundays.

Return Tickets (including refreshments) \$1.00.
For further particulars, please apply to the Undersigned—

SAMUEL SEE,

Manager,

c/o 15, Connaught Road Central

Hongkong, 16th August, 1905.

CAFE WEISMANN.

THE Public are invited to pay a visit to our new
TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN PASS BEER ON
DRAUGHT.

Entrance—
No. 1A, WYNDHAM STREET.

Hongkong, 22nd April, 1905.

THE STORY OF ODESSA.

BY A RUSSIAN CORRESPONDENT.

London, June 30th.

Odessa, which, within the last twenty-four hours has so suddenly and sensationally become the centre of the world's interest, is the fourth town in the Czar's dominions. Even before the Christian era there was, on the site where Odessa now stands, a small Greek settlement known as Odesos. This was destroyed by wandering Asiatics about the fourth century, and for a thousand years the place passed out of history. During the fifteenth century, the Turks discovered it, and towards the end of that century it was under the name of Hadji Bey, a considerable trading centre. In 1789 it was captured by the Russians, after a stubborn resistance, and by the peace of Yassy, in 1791 it was formally ceded to them. In 1794 it was renamed after the ancient settlement, but Catherine II. declared that, as she was a woman, it should be called Odessa, not Odesos. The Russians determined to make of it a great port and trading centre, and the work was promptly taken in hand by De-Ribas, whose name still remains in that of the principal street, the Deriba sovayka.

The population was at first almost altogether foreign, consisting of a medley of Greeks, Albanians, Italians, etc. The preponderance of the Italian element was so marked that most of the older houses in the town are the work of Italian architects—and splendid houses many of them are—and that for many years the names of the streets were written in Italian as well as in Russian.

In 1802 De-Ribas was succeeded by the Duc de Richelieu, whose statue is now in danger, and who has left his name in the Richelievskaya uliza, another of the principal thoroughfares.

THE JOYS OF FREEDOM.

Odessa, like St. Petersburg, is built on the American plan; long, straight streets at right angles to one another, so that a map of the town looks like a chess-board. In its earlier days it was a free port, and until that privilege was taken from it many Russians of the best families used to live there, in order to enjoy the facility thus afforded them of obtaining foreign merchandise without paying duty. Under Richelieu, and his successor Lantzeron, and above all under the beneficent rule of Prince Vorontsoff-Dashkoff (1823-1842) Odessa thrived and prospered. The population, which, in 1802, was only 9,000, had increased in 1849, when the town was brought within the customs-union, to upwards of 80,000. When it ceased to be a free port, the character of Odessa began to change. The aristocratic families ceased to live there, for there was no longer sufficient inducement, and the commercial and cosmopolitan aspect of the town became more marked.

Visitors are always told by the Russians that "Odessa is not Russia, you know," and the remark is true enough; for the orthodox population is not much more than half that of the whole town. Odessa has at the present time about 450,000 inhabitants of whom nearly the third part are Jews. Ten thousand are Germans, 5,000 are Greeks, 1,500 are French, and there are also about 10,000 belonging to other non-Russian nationalities. The "Odessois" are very proud of their town, and love to speak of it as "the southern beauty" (yuzhnaya krasnava) and as "little Paris" (malenkiy Parizh).

A DETESTABLE CLIMATE.

Those who live there permanently find that it has a seamy side. The eternal racket of the drozhkis over the cobbled pavement render all conversation in the streets a weariness to the flesh, but old residents, who knew Odessa in the sixties, will tell you that bad as it is the noise, and painful as is the jolting caused by the pavement, it is better than the mud of former days, which was so deep and so clinging, that, in order to go to an evening party, one required four horses, and only progressed at about three miles an hour even then.

The climate again is detestable. In winter weeks and weeks may pass without a glimpse of the sun, while in summer the heat and the dust, that horror of the Russian summer, are at times unendurable. Odessa is in the same latitude as Venice, and would have a very similar climate if there were a range of mountains to the north.

The early prosperity of Odessa was due to the grain trade, but ever since 1883 its importance as a port of export has been slowly declining. In that year it exported 12,549,000 quarters of grain, and the value of its total exports was 162,202,000 roubles. In 1891 this had already fallen to 124,982,000 and in 1893 to 91,318,000. St. Petersburg and Riga have both passed it in this respect, and in the "Black Sea" the rising ports of Nikoloff and Novorossisk—which is advancing with astonishing rapidity—have become serious rivals. As agriculture and industry have now a considerable and continued growth of the population, that the decline of the grain trade—due largely to imperfect means of communication with the interior and the development of the railway system towards the east—has not been accompanied by any loss of general prosperity.

THE POWER OF THE OBERDINE.

A very important part in the life of the town is played by the Jews. They have suffered here, as elsewhere, from the hatred of the Russians, and in the years 1859, 71, 81, and '86 there were very serious outbreaks (pogromy) accompanied by murder and pillage. Of 1,600 licenses issued for commerce and industry, 820 were recently in the hands of Jews. They control 15 large banking houses, 105 manufacturing establishments, and 500 considerable commercial undertakings. There are 140 Jew firms in the export trade. Still, the principal wealth is in the hands of the Russians, Greeks, and Italians, for fully two-thirds of the Jews are in very poor circumstances.

The English community is small. It does not number more than about 300. Nearly all of these are engaged in the shipping and grain trades, and in the service of the Eastern Telegraph Company. But small as is the number of British subjects, the British interests involved are very considerable, and it is not surprising that much anxiety is caused among shipowners, for there are always several large ships in the port. There is no other town in Russia, except St. Petersburg, in which Englishmen are so much concerned.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Public Auctioneer, for ACCOUNT OF THE COMRADES, TO-MORROW, the 19th August, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, 1st floor of the House Street, to sell by PUBLIC AUCTION, HOUSEHOLD FURNITURE, A QUANTITY OF JAPANESE TEA SETS AND GLASS WARE, HEARTH RUGS, SCALES, &c.

Also

One American IRON SAFE.

AND

One American and One English BILLIARD TABLE and some GOLD JEWELLERY.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 18th August, 1905.

PUBLIC AUCTION.

TO BE SOLD

on

MONDAY,

the 28th day of August, 1905, at 3 P.M.

By

Mr. GEO. P. LAMBERT, Auctioneer,

at his Sales Rooms, Duddell Street.

ALL that PIECE OF PARCEL OF GROUND situate lying and being at Victoria, in the Colony of Hongkong, and registered in the Land Office as THE REMAINING PORTION OF INLAND LOT NUMBER FORTY-SEVEN together with the Messuages erections and Buildings thereon, now known as Nos. 8, 10, 12, 14, 16, 18, 20, 22 and 24 Wing Fung Street, and Nos. 1, 3, 5 and 7, Wing Fung Street West.

The said Premises are held from the Crown for the term of 99 years at an Annual Crown Rent of \$47.02.

For further particulars and conditions of sale, apply to—

WILKINSON AND GRIST,

Solicitors for the Vendor,

or to

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 17th August, 1905.

Entertainment.

HONGKONG VOLUNTEER CORPS.

GRAND PROMENADE

CONCERT,

on the

"VOLUNTEER PARADE GROUND,"

(Near Tramway Station),

TO-MORROW,

August 19th, at 9.15 P.M.

Tickets \$1 and \$1.

Can be obtained at the Volunteer Head Quarters,

near the Hongkong Club.

Hongkong, 18th August, 1905.

Hotel.

**OCCIDENTAL
HOTEL.**

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1905.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10c) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 16th September, 1905.

Consignees.

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SCANDIA"

Captain Van Doehren, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods, from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 P.M.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 19th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG, AMERIKA LINE.

Hongkong Office.

Hongkong, 15th August, 1905.

Consignees.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns at the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 22nd instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 22nd instant, at 9.30 A.M.

All Claims must reach us before the 28th instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 16th August, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 16th August, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 14th August, 1905.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE"

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 22nd August will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th

Intimations.

A. S. WATSON & CO.,
LIMITED.WATSON'S
E

VERY OLD LIQUEUR

SCOTCH
WHISKY.THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE
QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

[32]

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

WHISKIES.

Per dozen.

Club No. 1 - - \$18.00

Royal Old High-

land - - - 24.00

J.R.D. Plain - - 11.75

J.R.D. *** - - 14.25

Hongkong, 19th June, 1905.

[33-34]

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 18, 1905.

AN EMPEROR'S BIRTHDAY.

It has been said of a great King of England that the part marked out for him by destiny was so great that it required a great man merely not to fall in it. To-day we may say of the Emperor Francis Joseph, who completes his seventy-fifth birthday, that he has not only taken the part which fell to him without failure, but has played it with an extraordinary and almost astonishing success. It is difficult for us to recall at this moment the state of Austria at the beginning of his eventful reign, when his capital was occupied by an angry mob, his Kingdom of Hungary in open revolt, and the whole fabric of his States dislocated by insurrection. The political problems which confronted him seemed almost insoluble, yet by the exercise of great ability and judicious care the Emperor of Austria and King of Hungary placed himself once more at the head of a powerful European monarchy. The ancient claims to a protectorate over the lesser Italian States were abandoned, and the place of honour in the councils of the German federation surrendered, though in each case Austria did not yield without drawing the sword in defence of those who looked to her for protection. But she survived changes which at the moment seemed fatal to her prestige and is stronger to-day by reason of those past defeats than she would have been had they been victories. Three years ago the difficulties in the way of renewing the Ausgleich looked threatening, and, further, the opposition to the new tariff measure introduced into the German Reichstag led to doubts and questionings about the continuance of the Triple Alliance. Political complications seemed likely to arise, but towards the close of the year a better outlook was reported and this subsequently developed into the successful closing of a difficult diplomatic problem. Of the aged Emperor, the anniversary of whose birth is being celebrated by his loyal subjects in Hongkong to-day, we have heard but little during the more immediate past. He rarely leaves his own dominions and last year, having reached the age of seventy-four, he announced that he was no longer equal to the fatigue of paying return visits to the various courts of Europe and all hope that he would be induced to go to England was definitely abandoned. The Austrian Emperor, it must be confessed, is not young for his years. The manifold family afflictions he has had to endure, and the constant political anxiety during a reign of fifty-seven years, have indeed left their mark upon him, so that his brother sovereign, King Christian of Denmark, at the age of eighty-seven, is more active. At this moment there is no hesitation in the loyal affection in which the Emperor and King's subjects hold their sovereign and the presence of the quiet calm that is settling over the closing years of his reign is a fitting termination to a strenuous and well fought life.

LOCAL AND GENERAL.

No case of plague was reported to the Sanitary authorities during the twenty-four hours ended at noon to-day.

INFLAMMABLE handbills, printed in Spanish and calling on the people to "comply with the law," and adding "down with the tyrants," have been circulated broadcast in Manila.

IN connection with the Hongkong Volunteer Reserve Association, it is notified that the King's Park Range will be open for practice shooting over the 500 yards range, to-morrow, from 2 o'clock to 6 o'clock. Members may shoot for the Governor's Cup and the China Mail Cup, and there will be a Pool competition.

THE younger members of the congressional party were entertained at luncheon by Mrs. H. D. C. Jones, on 11th inst. at the pretty home of the head of the Manila branch of the Hongkong and Shanghai Banking Corporation. A delightful tiffin was served, and the guests were charmed with the hospitality of their hostess and the Oriental picturesqueness of the casa and grounds.

AN abominable attempt to mar the pleasure of the Taft party's trip on the railway line to Pampanga, prevented the distinguished visitors from seeing Camp Stotsenburg, the other day. About four miles away from Polo the two engines hauling the train stopped dead. Manager Higgins and the special members of his staff investigated the trouble and found that an old trick of the Spanish days had been played on the party. The feed-tubes had been stuffed with soap, and the boilers had "churned."

THE other morning, according to the *Japan Gazette*, everything bathed in the air in Yokohama presented an extraordinary colour of light blue, which especially distinguished the *sofi*, until shortly after five o'clock, when the colour gradually disappeared. It is learned from the local meteorological station that this occurrence of this unusual phenomenon was attributed to the existence of a large quantity of vapour high in the air, upon which sunshine was shot through thin cloud. There was an atmospheric depression (745 m.m.) in Yokohama about the same time.

St. Joseph's College re-opens on Monday next after the summer vacation.

WE have been favoured with a copy of the latest photograph of the French cruiser *Sully* as she lies stranded on the now famous rock in Along Bay. By the appearance of the vessel in the photograph she seems as sound as in the first picture of the ship taken immediately after she stranded. Steam is seen issuing from the forefunnel and seems to indicate that her forward engine must be supplying the steam required in connection with salvage operations.

BY kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Batt. "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, 19th August:-

March....."El Capitan".....Sousa
Overture....."Crown Diamonds".....Asker
Valse....."Hofball Tante".....Fratz
Selection from "Merry England".....German
Polacca (Piccolo Solo)....."Picaroon".....Greene
Fantasia....."In Cooland".....Bilgoud
God save the King.

THE Board of Commercial Affairs at Peking has wired to the Viceroy and Governors that the reason for establishing the Board and Bureaus of Commercial Affairs in provinces is simply to protect commercial people, and now reports are current that when a Chinese from abroad returns to his native province he is frequently asked to pay out certain sums by the Bureau; and that such a practice is useless and harmful, therefore the members of those Bureaus must stop such abusive practices or even the Viceroy or Governor cannot escape the responsibility for allowing such abuses being practised.—*The Universal Gazette*.

"JUDGE IDE as Governor; He Sits Alone on the Lid While the Taft Party Are Touring." Such is the heading to an article, in a Manila paper, the first paragraph of which says:—Sitting alone in his chair of state, Judge Ide, vice-governor of the Philippine islands, is now monarch of all he surveys. He alone remains of the high officials of the government to guide the governmental car over its rocky road to peace and prosperity. Never before in the history of the American occupation of the Philippines has such an opportunity offered for some ambitious son of adventure to rise with a following and seize upon the reins of government.

WHEN placed before Mr. F. A. Hazeland to answer to the charge of assault this morning a young Chinese woman said the complainant, her landlord, came into her room and caught hold of her arms, and demanded money, so she slapped him over the face and neck.—Complainant said defendant would not pay the rent she owed, \$6 for two months, and when he went again and asked for it yesterday she replied by slapping his face several times.—Defendant said her husband was a sailor and was away at sea so how could she pay any rent?—His Worship: Have you not clothes or anything you can pawn to pay the rent?—No!—Well, the landlord is not bound to wait for his rent, but that did not warrant him in catching hold of your arms, and you had no right to slap him. You will be bound over in a personal bond for the sum of \$100 to keep the peace for six months, and you had better get the money to pay the rent, and move to other quarters.

THE *Japan Times* states that the following incident is reported from Nagoya. In the quarters for the prisoners of war at that town, the Russian non-commissioned officers and men have been prohibited from taking any intoxicating liquors, and therefore the Japanese authorities in charge were somewhat astonished when recently they discovered several members of the rank and file in a drunken condition. The authorities suspected that it was a case of smuggling, and in co-operation with the city police a search was made for the culprits, but without success. The authorities then searched the prisoners' quarters and discovered that the Russian soldiers had set up a miniature beer brewery in the compound. Their modus operandi was as follows: With the flour supplied them from the kitchen they mixed a quantity of hops and crushed potatoes. This was laid aside for a week in order to ferment, and was finally brewed, producing a fine sort of beer. It goes without saying that the amateur brewers, to their great regret, had to close their brewery.

MISSSES Geo. Fenwick and Co., Ltd., engineers of Praya East, were charged before Mr. F. A. Hazeland this morning with maintaining a nuisance calculated to disturb the peace and tranquillity of the neighbourhood. Mr. H. W. Looker, of Messrs. Deacon, Locker and Deacon, appeared for the defence, Inspector Gauld prosecuting. The nuisance consisted in the hammering of rivets in iron sheets at one o'clock on the morning of the 15th inst. Inspector Gauld stated that the same firm was prosecuted six months ago for a similar offence, and were then discharged with a caution.—L. S. Blackman gave evidence to the effect that the hammering was such that in his opinion it was calculated to keep people awake.—Mr. Looker objected to that going in as evidence, as a man's opinion was not evidence; one man might express the opinion that it was so calculated to disturb the peace and tranquillity of the district and the next man's opinion might be that it was not; that could not be accepted as evidence. He admitted that the hammering did take place at the hour named, but it could not be avoided as they were on a rush order for a steamer which was shortly sailing from port. His clients did everything they could to abate the nuisance of the hammering by having the work done after dark, in a place enclosed within four walls. His Worship said that in cases like this it was necessary to have independent civilian evidence of the nuisance, although if the noise kept a policeman awake after his return, tired from his beat, it would appear to be calculated to disturb the peace and tranquillity of the neighbourhood.—Inspector Gauld said in this case there was no independent evidence.—His Worship said he would adjourn the summons *sine die*, and requested Mr. Looker to inform his clients that the nuisance must cease, or the case would be re-opened.

TEBRAU PLANTING CO., LTD.

WOUND UP VOLUNTARILY.
Mr. J. A. Jupp presided at an extraordinary general meeting of the shareholders in the Tebrau Planting Company, Limited, convened for the purpose of considering a resolution for winding up the company, and appointing the general managers, Messrs. John Humphreys and Son, liquidators. There were also present Messrs. G. Murray Bain, A. P. Nobbs, Lau Chu Pak, J. M. Wong and J. L. Cotter (secretary).

The notice convening the meeting having been read,
The Chairman said:—Gentlemen, you will remember that at the last general meeting of the company the chairman informed you that we were then endeavouring to arrange a sale of the company's property at a price which would give shareholders a return of about 40 per cent on their capital. These negotiations fell through, but through our manager, Mr. Larken, we subsequently got into touch with other likely purchasers, and in November last he wired us for the refusal of our property till the middle of December at \$50,000 in cash and strongly advised us to accept. On receipt of this telegram we called you together privately and at a meeting held in this office on November 8th, it was unanimously decided to give the refusal asked for. On 13th December we received a wire from Mr. Larken to the effect that the property was sold to the East Asiatic Co.—a Danish concern and the bargain money was then paid. There has been some delay in completing the purchase as the purchasers not being British subjects (the Johore government, within whose territories the property lies, refused to register the transfer; but this difficulty has now been got over by the purchasers registering a company in Singapore to take over the properties. The balance of the money has now been paid and in a short time after the passing and confirmation of the winding up resolution which has just been read to you we hope to be able to distribute same to shareholders. You will notice that in the resolutions there is no mention of remuneration to the liquidators. As you are doubtless aware the company dates back to 1897, i.e., eight years. It is provided in the Articles of Association that the general managers' fees shall be \$600.00 a year equal to \$4,800.00 for the full period; but as you know of these only the fees for the first year, i.e., \$600.00 have been drawn. Under the circumstances therefore we propose to charge a sum of \$200.00 as liquidation fee and trust this will meet with your approval. The account lying on the table before you shows the position of affairs on December 31st which you will observe is not materially altered from what it was on April 30th, 1904. We anticipate that the amount of capital returnable on each share will be between \$2.20 and \$2.25. If any shareholder has any questions to ask I shall be pleased to answer them.

There were no questions, and
The Chairman proposed, and Mr. G. M. B. in seconded, the following resolution:—"That the Company be wound up voluntarily and that the General Managers be and they are hereby appointed Liquidators for the purpose of such winding up."

Carried.
The Chairman:—That, gentlemen, concludes the business of this meeting. Notice will be given of the confirmatory meeting by advertisement as soon as possible. Thank you for your attendance.

JAPANESE INTENTIONS IN THE PACIFIC.
A long article in a Noumea newspaper draws attention to what is considered the danger of a Japanese invasion of some of the Pacific islands. It is believed that they have already cast envious eyes upon New Caledonia, where, it is said, a system of Japanese espionage is in progress. There are already many hundreds of Japanese in the French colony. The writer points out that the Japanese army, being trained by German officers, has naturally adopted German methods of warfare, in which a thorough system of preparatory espionage forms an important feature. Thus, before the outbreak of the present war, Japan by means of spies who appeared to be only common workmen made a strict topographical study of Manchuria, becoming much more acquainted with it than the Russians. This knowledge, the writer urges, has largely helped the Japanese in their march from victory to victory. The same system of espionage is, he says, going on in the French possessions in Indo-China. From this he passes on to what the Japanese are doing in Caledonia. "It is certain," he says, "that Japan has its eyes upon our rich colony of the Far East—at the present moment no one can doubt it." Is it not within the region of possibility, he asks, that the New Hebrides may be taken possession of by the Empire of the Rising Sun? The occupation of that archipelago by any foreign Power would inevitably lead to the loss of New Caledonia.

At Noumea, the writer proceeds, "the Japanese are relatively very numerous. They exercise various callings—hardi-ness, washermen, cooks, and most curious of all, for reason to be explained, fishermen. All their people possess an education far above the needs of their occupation. All or nearly all speak French and English and can read and write. They may be seen constantly walking about the neighbourhood, observing everything, and, no doubt, also noting everything. I observed one furnished with a kodak taking many photographs of the harbor and its surroundings. It must not be forgotten that some time ago many Japanese officers went ashore in Australia, where they made some important purchases of remounts for the Japanese cavalry. Is it not probable that some of those officers, when their mission amongst our neighbors was ended, made a short tour to glance at our island, which they knew perfectly well is rich in minerals of all kinds, and especially in coal?" When a case of suspicion has been established either by the conduct of the Japanese, or the finding of compromising documents in their possession, the writer considers they should be expelled, and even severely punished.—*Sydney Telegraph*.

FITZGERALD'S circus continues to attract large crowds each evening which in itself is sufficient proof (in a praiseworthy performance) are being given. On Tuesday evening next H. E. the Governor and party intend paying a visit to the entertainment when the management will no doubt be able to give every satisfaction not only to Sir Matthew Nathan, but to those who have already patronised the show. To-morrow the equalinade performance will take place, and persons should not lose the opportunity afforded of giving the children a treat. On account of their engagements, Fitzgerald Bros. cannot prolong their stay in Hongkong after Saturday week.

THE *Shanghai Mercury* of 11th inst. states.—The Captain of an American ship now in port is beginning to feel the effects of the boycott in a very unpleasant manner. When his ship arrived here he sent all his washing including that of his family, who are on board, ashore to be washed. The clean clothes were returned in three days, and the washerman had made such a good job of it that he was appointed chief washer to the ship. About twelve days ago a fresh supply of linen including all the white summer clothes were sent to be renovated and were to be returned on the 7th inst. Last night as the clothes had not been returned, the mate of the ship was sent to make inquiries, and on seeing the boss washer, he was told that he was an American and that China was not being treated right, and he, the washer, did not want to wash the clothes. He said suppose Captain no like, maseks can take clothes other man shop. In the meantime the clothes are still unwashed and the Captain and his family are compelled to go about wearing heavy winter clothing.

THE WEATHER.
The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 18th at 11.45 a.m. the barometer has fallen on the China coast, particularly in the neighbourhood of Hongkong. The depression in the China Sea is probably circular. It appears to be situated to the S.W. of Hongkong in about 19° Lat. and to be moving N.W. Moderate S.E. winds may be expected in the Formosa Channel, and strong winds to gale over the N.W. part of the China Sea. Forecast:—Fresh or strong E. and S.E. breeze; squally, showery.

BIRTHDAY CELEBRATIONS.

In honour of the birthday of the Emperor of Austria and King of Hungary, Mr. N. Post, the Consular representative of His Majesty in Hongkong, held a reception to-day. In addition to the members of the Austro-Hungarian Colony being present, the foreign consuls, heads and managers of British and German firms together with other friends attended and paid their respects and congratulations. H.E. Governor sent his congratulations through his aide-de-camp, Capt. Arbuthnot-Leslie, and Rear-Admiral Gauguier Dicken through his secretary, C. E. Batt. Col. Darling, R.E., General Officer Commanding, and Major Chichester, D.A.M.C., attended personally to express their congratulations in the name of the absent G.O.C. Major-General Villiers Hatton. In order to commemorate the 75th birthday of His Majesty an Austro-Hungarian Benevolent Society was started, the members of the Austro-Hungarian Colony here deciding to assist their compatriots in distress. This evening Mr. N. Post is entertaining the prominent members among his nationals here to a dinner at his residence, "Leighton," the Peak.

THE IMPORTANCE OF SAGHALIEN.

WHY RUSSIA MAY RESIST ITS CESSION.

The *Japan Mail* published the following interesting remarks about Russia's unwillingness to part with Saghalien.—Reports from St. Petersburg indicate that the cession of Saghalien would be for Russia a pill exceedingly difficult to swallow. No wonder. Saghalien, though of itself possessing no great intrinsic value, is of the highest strategic importance. It is an essential link in the chain of Russia's East-Asian expansion. Her great pioneers of empire, Muraviev and Nevolsky, clearly appreciated the value of the big island. When Muraviev first saw Avoca Bay and Petropavlosk it was mid-summer, and the splendid facilities offered by the place as an anchorage made him forget for a moment that climatic obstructions render it inaccessible during 7 months in the year. Then he made his celebrated exploration down the Amur and imagined that in Nicolaievsk, at the mouth of the great river, he had found a port free from some of the objections militating against Petropavlosk. But until the discovery of Saghalien's insular character Nicolaievsk was approachable only by the Sea of Okhotsk, a sheet of water little tempting to navigators, and even the additional avenue found to exist between Saghalien and the mainland was plainly defective, since it narrowed to a shallow strait only half a mile across between the headlands of Ignatieff and Muraviev. Somewhere farther south had to be found. Muraviev obtained it by annexing the whole strip of coast between the Ussuri River and the shore of the Gulf of Tartary, at the southern end of which strip Vladivostok is situated. The Ussuri, after flowing throughout nearly its whole course parallel to the coastline of the Gulf of Tartary, falls into the Amur River. The possession of the Amur and the Ussuri is thus essential to any Power holding Vladivostok and its hinterland. But Saghalien commands the mouth of the Amur, and consequently did the island pass out of Russia's hands she would be deprived of the secure use of the great waterways without which all this region of the Far East could not be developed. Further, the transfer of Saghalien to Japan would convert the whole Sea of Japan into a Japanese lake, since every approach to it would be commanded by the Japanese—the Strait of Tartary, the Soya Strait, the Strait of Tsugaru and the Tsushima Strait. Vladivostok as a naval base is very defective. With Vladivostok alone, as a port for her ships, Russia could never hope to recover command of Far-Eastern Seas. But Vladivostok is the last citadel of her power in East Asia. She is naturally reluctant to give it up, and yet to retain it with the Japanese seated in Saghalien and overlooking the mouth of the Amur would be futile. So she will cling obstinately to Saghalien. What is she to do, however? Saghalien is now in the hands of the Japanese. Russia cannot land soldiers there. Any attempt to carry troops thither in the face of Japan's complete mastery of the sea would be certainly disastrous. There has been no definite news of St. Petersburg's mood since the occupation of the island became an accomplished fact. The determination not to surrender the place—the determination alluded to above—precluded the conclusion operations of General Haraguchi's army. In short, Saghalien is irrevocably lost to Russia unless Japan chooses to restore or sell it to her. This will a strong card in Baron Komura's hands; Russia may write a good deal when it is played, but she is impotent to make any counter coup. Her time to enter the conference chamber was while the Baltic Fleet was still in esse.

THE *Shanghai Mercury* of 11th inst. states.—The Captain of an American ship now in port is beginning to feel the effects of the boycott in a very unpleasant manner. When his ship arrived here he sent all his washing including that of his family, who are on board, ashore to be washed. The clean clothes were returned in three days, and the washerman had made such a good job of it that he was appointed chief washer to the ship. About twelve days ago a fresh supply of linen including all the white summer clothes were sent to be renovated and were to be returned on the 7th inst. Last night as the clothes had not been returned, the mate of the ship was sent to make inquiries, and on seeing the boss washer, he was told that he was an American and that China was not being treated right, and he, the washer, did not want to wash the clothes. He said suppose Captain no like, maseks can take clothes other man shop. In the meantime the clothes are still unwashed and the Captain and his family are compelled to go about wearing heavy winter clothing.

THE WEATHER.
The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 18th at 11.45 a.m. the barometer has fallen on the China coast, particularly in the neighbourhood of Hongkong. The depression in the China Sea is probably circular. It appears to be situated to the S.W. of Hongkong in about 19° Lat. and to be moving N.W. Moderate S.E. winds may be expected in the Formosa Channel, and strong winds to gale over the N.W. part of the China Sea. Forecast:—Fresh or strong E. and S.E. breeze; squally, showery.

THE M. M. Co.'s s.s. *Epinal Simon* with the next French mail, will leave Saigon to-morrow at 2 p.m. for this port.
The C. P. R. Co.'s s.s. *Athenian* arrived at Kobe at 6 p.m. on 16th inst. and left again at midnight yesterday, for Yokohama where she is due to arrive at 6 a.m. on 19th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE PEACE CONFERENCE.

RUSSIA SURRENDERS LIAOTUNG.

DALNY A COMMERCIAL PORT.

[From Our Own Correspondent.]

Shanghai, 18th August, 12.50 p.m.

The Peace Plenipotentiaries have announced that Russia will surrender her leases in the Liaotung Peninsula, and that Dalny will remain a commercial port.

THE AMERICAN BOYCOTT

BREAKING AT YOKOHAMA.

[From Our Own Correspondent.]

Shanghai, 18th August, 12.50 p.m.

The boycott by the Chinese at Yokohama shows signs of falling through.

[In our issue of the other evening we reprinted a telegram, dated Tokio, 8th August, from the *N. C. D. News*, stating that the boycott at Yokohama affects five categories, steamship companies, banks, insurance offices, mercantile houses, and their employees. The boycott of the first three is resolved on; it is in abeyance as to the two latter, pending the receipt of a documentary guarantee from Shanghai that the exchange of American money is not included in the prohibitions.—Ed., H.K.T.]

THE ASSIZES.

SHAKUWAN MURDER.

The Criminal Sessions opened to-day the Chief Justice, Sir Francis Pigott, on the bench. There was a crowded auditorium, the front two seats being filled with jurors and the back rows with the usual gathering of Chinese.

The first case called was that of Chung Fat who is charged with the murder of a young girl at Saiwan, on the 24th of June.

The following jury was empanelled: Messrs. Albert Schmidhorn (foreman), W. H. Watson, C. M. Williams, W. J. Ratney, Albert Weill, Alexander L. McCall, and John Fisher.

The Attorney-General (Sir Henry Berkeley) said that the parents of the deceased girl owned a house at Shaukiwan and a passenger boat. The accused knew the family and had used the boat on a good many occasions. On the 7th of January last, the prisoner went to the parents and asked that the girl might become his mistress. The parents refused and at that time the prisoner, it was alleged, threatened the life of the girl. The prisoner continued to urge his suit, but without success. On the 20th June, the prisoner, as alleged, went with two other men, aboard the boat on which this girl was to be found. She was wearing gold ear-rings and gold bangles. Afterwards the boat was found at Saiwan; the jewellery was there, but there was no sign of the girl. On the following day, the body of the girl was picked out of the water. When charged with the crime the prisoner said—"It was not I; it was other two men," but he could not tell where these other two men were to be found. The prisoner sought to establish an *alibi*, by saying that he was playing cards all night of the 20th June. Evidence was then led and the case is proceeding.

Referring to the charge of perjury instituted against Un Kam Wa we understand that the Attorney-General has decided not to institute criminal proceedings against him.

WUCHOW NOTES.

[From a Correspondent.]

Wuchow, 16th August.

Some of the merchants here are refusing to take delivery of a large quantity of Comet oil which they ordered from the Standard Oil Company of New York, not many years ago. They seem determined to uphold the boycott movement and are now importing quantities of Dutch kerosene oil.

The U.S.S. *Callio* was here for a couple of days last week.

The Prefect here has been promoted to the rank of Taotai, and is being transferred to another district.

In consequence of the large increase of cargo being imported from Hongkong steamers are now making the round trip in five days instead of in six as formerly. The s.s. *Wo Ping*, belonging to Messrs. Banker & Co., is stated to be resuming her run at the end of this month. She has had a lengthy stay in dock for the purpose of being lengthened.

The river is rising again and the current is exceptionally strong. Yesterday one of the sampans capsized and two lives were lost, while a box, containing Taels 600, is missing from a boat.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Changsha*) 19th inst.
Indian (*Lightning*) 21st inst.
French (*Ernest Simon*) 22nd inst.
Indian (*Lulsing*) 23rd inst.
Canadian (*Tartar*) 24th inst.

The M. M. Co.'s s.s. *Epinal Simon* with the next French mail, will leave Saigon to-morrow at 2 p.m. for this port.

The C. P. R. Co.'s s.s. *Athenian* arrived at Kobe at 6 p.m. on 16th inst. and left again at midnight yesterday, for Yokohama where she is due to arrive at 6 a.m. on 19th inst.

TELEGRAMS.

HONGKONG TELEGRAPH SERVICE.

LANGKAT SHARES.

[From Our Own Correspondent.]

Shanghai, August 18th, 12.50 p.m.
There has been a slump in the Langkat shares which are quoted to-day, for cash, at Taels 160.

In stock exchange circles it is expected that a reaction might take place towards the settlement.

[Reuter's.]

The Peace Conference.

LONDON, 16th August.

The Plenipotentiaries announce that Article No. 5, relating to Saghalien, was discussed yesterday, but owing to the divergence of views it was decided to proceed with the other articles, and Article No. 6 was disposed of.

Chinese Boycott of American Goods

The State Department at Washington declares that the Chinese boycott of American goods is not serious; some headway has been made in Shanghai, but it is unsuccessful in Canton and elsewhere.

The Fifth Test Match.

Later.

The fifth test match has ended in a draw.

France, Germany and Morocco.

Owing to the negotiations proceeding for the Morocco conference, the French press has been sharply commenting on proposals from German bankers to lend the Sultan of Morocco half a million. The German Legation in Tangier now announces that the contract has been signed.

The Tanjong-Pagar Docks.

Sir Michael Hicks Beach will act as umpire in the arbitration between the Straits Government and the Tanjong Pagar Dock Co.

SHIPPING MISAM.

Captain Brown of the *s.s. Tuen*, from Manila, reports that at 6.15 p.m. on the 16th inst. a Chinese passenger jumped overboard and was lost.

THE RULER OF THE ROAD.

Before Mr. Basil Taylor, Marine Magistrate, P. C. Norman charged the master of the steam tug *Tug* with failing to observe the rule of the road in the waters of this Colony on the 16th inst.—P. C. Norman said on the 16th inst. at 8.40 p.m. he was going from east to west from Causeway Bay to Tsim Sha Tsui, and was in the coal anchorage, when he saw defendant's launch on his port bow, showing her green light. As he appeared to be closing in on witness's boat, the latter blew one long blast on his whistle, and as defendant did not take any notice, he blew a second blast. Again defendant took no notice, until he was right on top of witness's boat, when he blew two short blasts, still maintaining his course, the boats then being a little more than one boat's length apart. "He put his helm hard astarboard, and they passed him in beam about six feet apart. Witness then passed under the stern of the *Tug*, and defendant went straight on. Defendant had no questions to ask, but said that at the time in question he was going from Wanchai to Causeway Bay, when he saw the police pinnace on his starboard bow, showing her red light. He then blew two short blasts and starboarded his helm, meaning to cross the pinnace's bows, and crossed her bow about 200 yards off. The Coxswain of the pinnace said he was steering at the time, when the *Tug* crossed the pinnace's bows about 12 feet off. Witness saw her name on the stern under which she speed quite close. Defendant was convicted and fined \$50 or 21 days.

RUSSIA'S EXPENDITURE IN THE FAR EAST.

SOME AMAZING FIGURES.

A St. Petersburg correspondent recently sent the following remarkable summary of the money spent by Russia—apart from the present war—on the schemes of Far Eastern expansion which now appear to have been definitely checked by the Japanese victories in Manchuria and the destruction of Russia's naval forces in the East. "With the Treaty of Aigun in 1858 Russia began that disastrous policy in the Far East—a policy which reached its climax in March, 1897, when China formally ceded to Russia Port Arthur and 'alien' (Dai) and also granted the encroaching Northern Power the concession for building the Manchurian Railway. The *Syn Otschulaya* has taken the trouble to ascertain the outlay made by Russia in the Far East up to August, 1900. The administration of the Amur Territory had cost until 1900 no less than £3,483,758, while the administration of the Primorsk, or Maritime Province, an area of 730,000 square miles, had cost £2,507,759. After 1890 the yearly expenditure began to increase from year to year, for while it was £1,115,625 in 1891 it had risen to £2,656,350 in 1899; and the total expenditure for the Amur and Primorsk regions had amounted to £28,081,727. Ten per cent. of the Budget assigned to the Maritime Province had to be devoted to the needs of the Navy, and during the last fifty years the amount thus set aside has reached a total of £2,854,174. If to these figures there are added the cost of maintaining the army and navy in the Amur region since 1900, and the outlay made on the administration and colonisation of the region, then a grand total of £44,500,000 is reached. The total cost of building the Manchurian Railway amounted to £44,500,000, and includes the following items:—(1) buying down the track of 1,585 miles, £26,934,000; (2) building the railway, £4,018,671; (3) constructing by disorders, £2,437,500; (4) building the tower and harbour at Dai, £2,001,812; (5) establishing a steamship service in connection with the railway, £1,115,118. Thus, Russia's policy in the Far East has cost the Empire no less a sum than £162,550,000, and the present war has swallowed up already almost as much.

THE AMERICAN BOYCOTT.

PUBLIC MEETING OF THE CHINESE DISALLOWS.

We are informed that the application, on behalf of the Committee of the Chinese Commercial Union, to hold a public meeting of the Chinese for the purpose of discussing the question of the Boycott movement, has been disallowed by His Excellency the Governor.

MACAO NOTES.

[From Our Own Correspondent.]

Macao, 17th August, 1905.

THE EARTHQUAKE.

After a lull of three or four days, the seismic disturbance again manifested itself yesterday forenoon when a mild shock was felt at about half-past ten. In the early hours of this morning, shortly before dawn, there was a sufficiently violent shock to disturb most people in the land of Morpheus. It was not anything like the unnerving shocks of Friday and Saturday last, but the tremor was disquieting enough to remind the inhabitants of the city that all danger is not yet passed.

A large number of the citizens continue to pass the night in the open. All those who can afford are having sheds erected in the new public gardens and the public squares, under whose thatched roofs they pass the night in a sense of better security than in their brick and mortar houses. I am informed that the Governor has a similar structure in his garden providing accommodation for his Excellency and family. The Municipal Council has remitted all fees for the erection of matcheds within the city for the time being, and all such erections on Crown land are permitted without payment of any ground rent for encroachment. The matcheds builders, on the other hand, are reaping quite a harvest, and are demanding excessive prices for erections of the flimsiest descriptions. Under the circumstances, the City Fathers would be well advised to put up an extensive shed for the benefit of the inhabitants in each of the most populous districts. The Government should manifest its solicitude by defraying the cost.

From native sources I gather that the springs of Yung-mak in the neighbourhood of the isolated island, its scope is necessarily limited; it has no manufactures to speak of, while the sphere of island trade is confined to the neighbourhood of Canton. Although Hongkong may continue a chief distributing centre of European trade, its position is not suited to be a large mart for Pacific trade in the future. Shanghai is better situated than Hongkong in having millions of people in the Yangtze valley, many factories in its vicinity, while it has a favourable position as an intermediate station. Its only weak point is that the harbour is not as deep as it should be for a large commercial port, and this fact greatly discounts the possibility of its becoming a port of much greater importance than at present.

DEATH OF MRS. HIDALGO.

It is with regret that the death of Mrs. Hidalgo of Manila has to be recorded under rather sad circumstances. The lady had only just left a ball at a friend's which she and her daughters attended. On the way home, she was seized with a fit and dropped down senseless in the street; she never regained consciousness and expired before she was conveyed to her residence in Chunambele. Since the Hidalgo family's arrival in Macao, they have become intimately identified with the community here, and were popular members of the society. Much sympathy will be felt with her bereaved husband in Manila and the Misses Hidalgo who are left to mourn her loss.

"SUN FA YUEN."

The famous residence known as the "Sun Fa Yuen" of the late Juan Lecaros, together with other belongings to the same estate, was put up to auction by order of the Court on Monday last. The properties were withdrawn, there being no bidders for the same, owing to it, it is surmised, to the fear entertained as to the result of the present seismic disturbances. "Sun Fa Yuen," according to the official valuation, is assessed at one hundred thousand dollars. The properties of the late Mr. Lecaros's estate are the subject of protracted litigation which may drag on for years and years.

THE PACIFIC TRADE.

SUGGESTED NATIONAL HARBOUR.

SHORTCOMINGS OF HONGKONG

In a recent issue of the *Japan Chronicle* appears a translation of an article on "A National Harbour," by Mr. Nakahashi, translated from the *Taiko*, in which the President of the O-saka, Shosen Kaisha, contrasts the comparative merits of ports in the Far East with a view to the consideration of their advantages as distributing centres. The article is of much interest in the light of the future of O-saka, says the *Chronicle*, but Mr. Nakahashi does not in this article deal with the great advantage possessed by Hongkong and Shanghai in having either no Customs duties at all or duties that are very light.

Mr. Nakahashi says that the trade in the Atlantic has been brought to its present dimensions and prosperity almost exclusively by Europeans and Americans, and with the commencement of the new century the Pacific trade has entered into a career of much future promise. In the latter Americans, Chinese, Japanese, Indians, and Australians are the leading actors, and, inasmuch as a country which commands a good commercial position in the Pacific must naturally absorb a large share of trade, the question of how this is to be brought about, deserves the serious attention of Japanese. The Pacific trade as far as it affects Japan may be divided into that with Australia, Europe, China and Korea, and America. The Australian trade, chiefly on account of geographical position, is not large in amount and is of secondary importance, but the trade with China, Korea, and North and South America is already large and is capable of further expansion in the future. The trade with Europe comes next in importance.

COMMERCIAL EMPORIUM WANTED.

Now the necessity of the establishment of a great commercial emporium on the Pacific seaboard to meet the requirements that will follow the expansion of trade will be readily recognised. On the American side San Francisco will

for the present remain the leading commercial mart, but in the event of the completion of the Canal, Panama will become the principal port of transit for merchandise, San Francisco, Seattle, Vancouver and Portland coming next in the order of importance. No extensive emporium will be established on the western coast of South America owing to geographical disadvantages. In East Asia, on the other hand, there are several excellent harbours such as Hongkong, Shanghai, O-saka, Manila, and Dairen, all of which are capable of future development, according to the geographical and other advantages which each possesses.

HONGKONG'S SHORTCOMINGS.

The essential qualities of a large trade port, says Mr. Nakahashi, are that (1) it must occupy a point on the high-way of communication; (2) it must also occupy a point well suited to be an intermediate port for neighbouring countries; (3) it must possess in its vicinity many factories producing goods for export; (4) in its neighbourhood there must be an extensive field for domestic trade; (5) it must possess excellent harbour accommodation; and (6) it must have a cheap and abundant supply of fuel. New York, London, Hamburg, and other large European ports all have these advantages in more or less degree. Manila will not, despite the desire and efforts of Americans, develop into a first-class trade port owing to the fact that, apart from the torrid climate, it has neither facilities of importance nor a large field for inland trade, while, as an intermediate port for China, Japan or Korea, the distance is too great and fuel too dear. The same may be said of Dairen (Tairen) to a certain extent, with the only exception in its favour that as a terminus of a 500-mile railway mails and a certain class of travellers will pass through the place. But so long as railway freight cannot successfully compete with steamships, and Eastern Siberia and Northern Manchuria remain more densely populated than Southern Manchuria, Dairen will remain a second-class trade port. It is, therefore, only Hongkong, Shanghai, and O-saka which possess qualifications that will enable them to develop into important commercial emporiums in East Asia. The shortcomings of Hongkong are that, being an isolated island, its scope is necessarily limited; it has no manufactures to speak of, while the sphere of island trade is confined to the neighbourhood of Canton. Although Hongkong may continue a chief distributing centre of European trade, its position is not suited to be a large mart for Pacific trade in the future. Shanghai is better situated than Hongkong in having millions of people in the Yangtze valley, many factories in its vicinity, while it has a favourable position as an intermediate station. Its only weak point is that the harbour is not as deep as it should be for a large commercial port, and this fact greatly discounts the possibility of its becoming a port of much greater importance than at present.

OSAKA'S CLAIMS.

Osaka, on the other hand, not only is situated on the highway of the world's commerce, but its position is unique as a distributing centre for China, Korea, and the South Sea Islands. It possesses within easy reach many factories turning out articles for exports while in the matter of domestic trade it covers an area containing two-thirds of the total population of the country. For fuel the coal fields in Kyushu will give a practically unlimited supply across the water some two hundred and odd miles in extent. Osaka has already laid the foundation of becoming a great harbour, and if the breakwaters are fully extended to as to keep a depth in the harbour of 35 feet, it will become a port possessing as nearly as possible all the essential qualifications of a large commercial emporium in the Pacific.

The respective distances to the principal European and American markets from Osaka, Shanghai, and Hongkong are as follows:—

	Osaka.	Shanghai.	H'kong.
	Miles.	Miles.	Miles.
Via Panama	10,397	10,693	11,345
Via Suez	12,708	12,324	11,580

	Osaka.	Shanghai.	H'kong.
	Miles.	Miles.	Miles.
San Francisco	4,821	4,501	6,041
Summer route	5,076	5,746	6,041

	Osaka.	Shanghai.	H'kong.
	Miles.	Miles.	Miles.
Summer route	4,525	5,230	5,800
Winter route	4,860	5,477	5,800

	Osaka.	Shanghai.	H'kong.
	Miles.	Miles.	Miles.
Panama	8,295	8,672	9,324
Bombay	5,018	4,433	4,090
Marseilles	9,109	8,724	7,981
London	10,816	10,437	9,688
Antwerp	10,856	10,471	9,728
Amsterdam	10,858	10,483	9,740
Hamburg	11,113	10,738	9,995

As will be seen from the foregoing, there is no great difference as to the distances from Osaka, Shanghai, and Hongkong to the chief shipping markets of the world. The distances between the three ports and the various Chinese and Korean ports are as under:—

	Osaka.	Shanghai.	H'kong.
	Miles.	Miles.	Miles.
Vladivostok	811	1,011	1,738
Fushan	78	483	1,152
Chemung	709	723	1,185
Dairen	859	745	1,260
Newchwang	1,007	680	1,441
Tientsin	1,024	719	1,460
Tsingtau	919	306	1,105
Shanghai	801	—	820
Foochow	1,042	426	456
Hongkong	1,418	820	—
Canton	1,501	903	83
Osaka	—	801	1,418

The difference in the distances between the respective ports is not very great, though the position of Hongkong as an intermediate port between the ports in Japan, North China, and Korea is comparatively remote and consequently disadvantageous. But all the harbours in China are not deep enough to accommodate large vessels, which, therefore, will be required to put into either Osaka, Shanghai, or Hongkong and tranship goods into vessels of smaller tonnage before they are sent to their destination. For this reason the port to be played as an intermediate port is most important.

Mr. Nakahashi then proceeds to review the respective merits of Yokohama, Kobe, and Osaka as regards the possibility of making one of them a great trade port in the Pacific, and elaborates his plans for harbour improvements at Osaka.

POST OFFICE DIFFICULTIES.

Before Mr. F. A. Hazeldan this morning, the Postmaster General summoned the agents of the *Oscar II.*, for allowing that steamer to leave the port without having previously given reasonable notice of her departure to the postal authorities, by reason of which certain mail matter for Japan was left behind.

Mr. J. Hays appeared for the defence and stated that notice was given of the intended departure of the steamer, but it was late.

What time?—At 8 p.m. the previous evening. His Worship said it was obviously useless to give notice at that hour of the intended departure of a steamer sailing at daylight the following morning.

Mr. Hays said that the agents were placed in an awkward position as they did not know of the intended departure of the steamer at daylight until the hour named, when they sent the notice to the post office, but the place was closed, so they sent it again the next morning.

His Worship: That, again, was manifestly ridiculous. It was absurd to send a notice of intended departure after the steamer sailed. It is laid down that a reasonable notice should be given to the post office of such intended departure.

To the post office clerk—What do you consider a reasonable notice?—Well, we have received notice at one o'clock of a steamer's sailing at two o'clock, and it has been sufficient. In this case the delay in forwarding the mail will lead to lengthy correspondence with the postal authorities in the Japanese ports. The Postmaster General did not wish to press for any heavy penalty, but would ask for a conviction and a fine.

His Worship said as he learned that the agents had not been convicted before he would only fine them \$15 in this case.

VOLUNTEER PROMENADE CONCERT.

The programme of the promenade concert being given on the Volunteer Parade Ground to-morrow evening has been issued. Those taking part include Mrs. H. M. Webb, Miss Blair, Gunners P. W. Goldring, Frank Austin, Messrs. A. F. Walston, C. H. Grace, T. Jokl, and the band of the Royal West Kents.

SAIGON RICE.

PHILIPPINE IMPORTS INCREASING.

During the 15 days beginning July 13 and terminating July 28 no less than 1,655 tons of rice, the staple food of the Philippines, was sent from Saigon to the port of Cebu for consumption in the Philippine Islands. During the first six months of the present year there have been exported from the same French port to the Philippines 94,701 tons of this cereal. The importation into the Philippines of this important food product has greatly increased over the amount imported for the same period of time last year when only 79,515 was brought here from Saigon. In 1896 the importation amounted to 3,381 tons. In 1899 it rose to 41,329 tons, in 1901 to 64,421, in 1902 to 122,744 tons and in 1903 dropped to 113,517 tons.

SECRETARY TAFI'S STIRRING SPEECH.

At a banquet given by Filipinos in Manila on the 11th inst. Secretary Tafi is reported as having made a stirring speech. The *Cadiznews* does not record the hour at which he commenced speaking, but says that he stopped at 2.25 on Saturday morning. The report continues:—

"He told the Filipinos that they were not ready for independence—that they would not be probably for several generations. He was advised that since the Honorary Commissioners to the St. Louis Fair had returned, the independence agitation had spread and was due to the Honorary Commissioners.

He told the Commissioners they had evidently mistaken the hospitable feeling of the people of the United States and of a few for a state of fact which did not exist.

President Roosevelt is determined that the Filipino people shall be educated to self-government. Until then the United States will be sovereign here.

The caquies shall not control in these islands; the assembly will be called as promised. I favour having the judge of the court of first instance responsible to the President and have them removable by him, subject to censure. This will remove the idea that they are subject to the desires of the government here.

He defended the administration of Governor-General Wright against the aspersions of an element of native that he is prejudiced against the Filipinos.

He said: The policy which had the honour to formulate and declare in these islands "The Philippines for the Filipinos" continues to be the policy of this administration, and any one who does not subscribe to it ought not to continue in its employ. My dear friend, Governor-General Wright, has I understand, come under the suspicion of some extremists as not subscribing to that doctrine. This is not true and does him much injustice. His desire to elevate the Filipino people and operate this government for their benefit is as single as my own. It is inevitable that when hard times require the enactment of new tax laws or the lawlessness of a province requires for the benefit of the body politic severe measures, those whose duty it is to institute and enforce such measures shall suffer in popular estimation and lose popular sympathy, but as time wears on and as the public benefit from the enforcement of justice is done by the policy becomes apparent of a wise gain against their affection. It is the earnest hope and wish of Governor Wright to abolish or at least to suspend for three years the land tax and I think the Commission will unite with him in his purpose. In another place I have pointed out the correctness in principle of the new Internal Revenue Tax. The question whether in its amount or other details it ought to be amended have been reserved until the arguments in behalf of the business interests who relieve themselves to be aggrieved by certain features thereof and who have prepared a brief on the subject, can be considered.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks... \$912 1/2
National Bank... 38 b.
Union Insurance... 740 b.
China Traders... 75 b.
Canton Insurance... 350 sa. & b.
China Fire... 84 sa.
Hongkong Fire... 335 s.
H. C. & M. Steamboats... 20 b. ex. div.
Indo-Chinas... 96 s.
China Sugars... 235 sa. ex. div.
Luxons... 25 s.
Rugs... 32 b.
Docks... 201 s.
Kowloon Wharf... 102 1/2 sa. & s.
Farnham... 127 b.
Hongkong Lands... 150 s.
Humphreys... 12 sa. & b.
Ewo Cottons... 115 b.
Hongkong Cottons... 151 b.
Green Island Cements... 28
Electric... 15 s.
Do... 91 s.
Steam Waterboats... 14 b.
A. S. Watsons... 131 sa. & b.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/11 1/16
Do. Demand 1/11 1/16
Do. 4 months' sight 1/11 1/16
France—Bank T.T. 461
America—Bank T.T. 1.061
Germany—Bank T.T. 1.431
India T.T. 1431
Do. Demand 1431
Singapore T.T. 8 1/2 prem.
Japan—Bank T.T. 94 1/2
Java—Bank T.T. 94 1/2
Buying.
1 month's sight L/C. 1/11 1/16
6 months' sight L/C. 1/11 1/16
10 years' sight San Francisco & New York 471
4 months' sight do. 481
30 days' sight Sydney & Melbourne 2.451
4 months' sight France 2.47
4 months' sight Germany 2.01
Bar Silver 21 7/8
Bank of England rate 21 7/8
Sovereign 10.30

Today's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, AUGUST 19TH, 1905.

DINNER.

HORS D'OEUVRES.

Caviare and Olive Croûtons.

SOUP.

Champignon Soup.

FISH.

Salmon à la Meunière.

ENTREES.

Lamb Cutlets à la Jardinière.

Haricots à la Toulouse.

CURRY.

Nepaul Curry.

JOINTS.

Roast Australian Beef.

Capon and Sausages.

Boiled Leg of Mutton and Caper Sauce.

Cold Rabbit Pie and Mixed Salad.

SWEETS.

Lemon Pudding.

Marschano Ice Cream and Finger Cakes.

Peach Tart. Topsy Cakes.

DESSERT.

Coffee. Fruits. [846]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "HYADES."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO. LIMITED,

Agents.

Hongkong, 18th August, 1905. [8]

FITZ GERALD BROS. MAMMOTH CIRCUS COMBINATION.

FOR A SHORT SEASON ONLY.
PRONOUNCED BY PRESS AND PUBLIC TO BE THE BEST SHOW EVER SEEN IN HONGKONG.

TO-NIGHT (FRIDAY) TO-NIGHT, August 18th, AND EVERY EVENING TILL FURTHER NOTICE, AT 9.15 P.M.

NEXT MATINEE: TO-MORROW (SATURDAY), August 19th, at 4.15 P.M. Children 30 Cents to Matinees.

LOCATION: CAUSEWAY BAY.

Prices:—Boxes and First Chairs \$3; Second Chairs \$2; Stalls \$1; Gallery (Chinese only) 50 cents. Special rates for men of the Naval and Military Services.

Box Plan at ROBINSON PIANO COMPANY.

Special Trains will leave the Post Office every few minutes direct to the door and will await passengers after the performance. A Special Train runs to the Peak after the performance.

HAL GEORGE, Representative.

Hongkong, 18th August, 1905. [866]

Intimations.

THE

ROBINSON PIANO COMPANY, LD.

PIANOFORTE MANUFACTURERS, TUNERS,

POLISHERS

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ALCINOUS"	21st August.
GLASGOW and LIVERPOOL	"AGAMEMNON"	30th "
GLASGOW and LIVERPOOL	"JASON"	31st "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"DIOMED"	14th "
GLASGOW and LIVERPOOL	"KAISOW"	14th "
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"TYDEUS"	28th "
GLASGOW and LIVERPOOL	"CHINGWO"	28th "
GLASGOW and LIVERPOOL	"KINTUCK"	5th October.

S.S. "Alcinous" left Singapore at daylight on the 16th inst., and is due here on the 21st.

HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	12th September.
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	20th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	10th October.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"JASON"	3rd September.
	"TYDEUS"	1st October.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGTSE"	28th September.
	"KEEMUN"	30th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th August, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA and ILOILO	"SUNGKANG"	21st August.
NINGPO and SHANGHAI	"PAKHOT"	22nd "
MANILA	"TEAN"	22nd "
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENTSIN	"CHIELI"	25th "
KOBE	"CHANGSHA"	6th September.

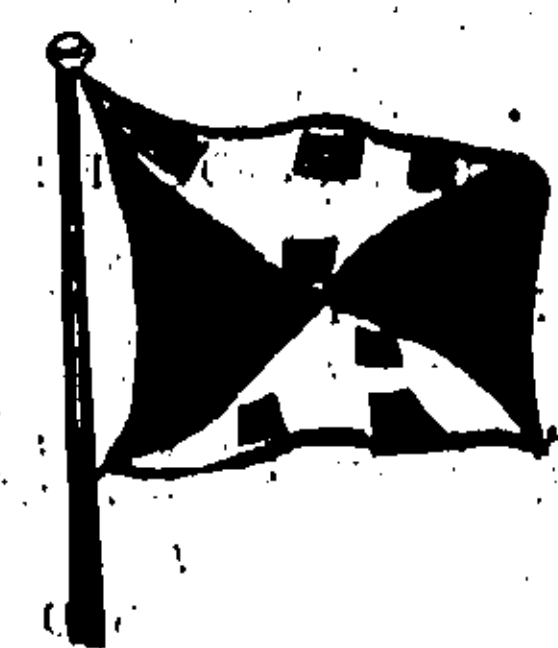
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th August, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 26th August, at Noon.
RUBI	2540	A. H. Nottley	"	SATURDAY, 2nd Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th August, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	About
"SIERRA BLANCA"	20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 12th August, 1905.

BOO CHEONG.

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Eklens Duplicator.
Hongkong, 23rd February, 1905.TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES.

48, DES VOGES ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible dispatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.
if tide permits.FARES.—Week Days, 1st Class, including
Cabin and servant, Single, \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates.—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 25 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin, which has accommodation for
two or more passengers, will be charged \$5
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.M'JINGSON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 14th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,300 J. P. MARTIN.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4

Meals \$1 each

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 26th June, 1905.

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TRIPS TO CANTON AND MACAO.

THE "YING KING" is the newest, fastest and most

luxuriously furnished steamer on the line and is

lighted throughout with Electricity, also hot

and cold water is supplied.

On SUNDAYS she will make an EXCURSION

TRIP to MACAO, leaving Hongkong at 8.30 A.M.,

and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for

these runs, is the newest, fastest and most

luxuriously furnished steamer on the line and is

lighted throughout with Electricity, also hot

and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00

Second " " " " 1.50

First class single journey to Macao 1.00

Second " " " " .50

Third " " " " .30

Fourth " " " " .20

Breakfast, Tiffin or Dinner \$1 each only.

Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end

of Wing Lok Street.

The wharf in Macao is the same as the

S.S. "Pernambuco."

For further information, apply to the Office of

YUK ON S. S. CO., LD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & Co., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 17th August, 1905.

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Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon

China, Ceylon, India and the Far East

generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

suitable, except for subscribers in Europe or

America.

A special feature is made of full and accu-

rate reports of local occurrences, and of mat-

ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best

medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wider circulation than any journal in the Far

East.

Special attention given to effectively display-

ing advertisements.

The type used as a standard for setting

advertisements is similar to this, unless we are

instructed to display the advertisement, when

any effective style of type will be adopted.

This standard runs exactly eight lines to the

inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office, not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

* EXPRESS.

All job printing is done under European

supervision, well turned out, free from error,

and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on

application to

THE MAN

DR. MORRISON ON KOREA.

ANOTHER VIEW.

(Continued from page 6.)

We are told that "order" is preserved with the smallest evidence of force. Some Koreans near Seoul were deprived of their fields and when they protested they were told to look to the government commission or bureau whose special duty it was to attend to such claims. These men were desperate, and in the night they tore up some rails of the track which was being constructed across their land. They knew nothing of martial law and a few days later they were taken out and tied to stakes and riddled with bullets. This was effective, and no more Koreans have protested, but if Dr. Morrison calls this the smallest possible evidence of force we would like to hear what he would call a fairly large exhibition.

We are told that there is a great contrast between the policing of the Korean railway and that of the Russians in Manchuria, "where the people were set at enmity by the harsh treatment that they suffered." Well a few days ago some American gentlemen were travelling between Seoul and Fusan. At a certain station a Korean gentleman about seventy-five years old came on the station platform leaning heavily upon his long staff. As he was looking with interest at the train a Japanese employé of the station, about eighteen years old and nearly nude, came up behind the old man and threw him heavily on his back and then stood aside and laughed. The old man painfully regained his feet and then the young Japanese threw him off the platform on to the track. The old man was unable to rise and his Korean friends hastened to pick him up. We can bring irrefutable proof of this transaction. It will be well if the "mere handful of gendarmes" mentioned by Dr. Morrison could be largely increased in order that the Koreans could be secure from such wanton acts of brutality as this.

The most astonishing statement made by the correspondent of the *Times* is that "The Korean police have been suspended and a Japanese gendarmes has undertaken since January the maintenance of order in Seoul and the surrounding country." To our certain knowledge there has never been a day that the Korean police were suspended. They are in evidence everywhere in Seoul and its vicinity and Dr. Morrison could not have walked two hundred yards in any thoroughfare in this city without passing the little sentry boxes where they are stationed.

We do not think the extremely one-sided view presented by Dr. Morrison is accurate nor will it do Japan any real good. The latter have acquired certain rights in Korea which all are bound to respect. Railroad building is a thing of national and international importance and the impulse given to the development of the country's resources and industries is wholly praiseworthy, but that, connected with this work, there should be no mistakes—no practices that are questionable is hardly to be expected. As well-wishers of Japan as well as of Korea we indicate the bad points as well as the good, feeling that this is best for every one concerned.

LOSS OF THE "BIRKENHEAD."

A GREAT DISASTER RECALLED.

There was recently unveiled in the parish church of Beckingham, Notts, England, a handsome memorial to the late Mrs. Marian Parkinson, one of the last survivors of the Birkenhead troopship disaster. Mrs. Parkinson was a daughter of Dr. John Robert Dalkin, of the Queen's (Royal West Surrey) Regiment, and as a child was going out with her mother to join the drum-major, then engaged with his regiment in the Boer War. When the vessel struck on Dyer's Point, South Africa, Mrs. Parkinson and her young daughter were among the women and children who, thanks to the heroism and discipline displayed by the troops, were enabled to escape in the ship's boats, while 443 soldiers and seamen, including most of the officers on board, perished, being either drowned outright, dashed to death on the rocks, or devoured by the sharks which infested the sea. Marian Parkinson remained with the regiment until her father's discharge in 1860. Three years later her mother died at Knaresborough. Her father died at Leeds in 1893. Her brothers, all born at Fort Hare, Cape of Good Hope, entered the Coldstream Guards, in which corps they represented the fourth generation of the family. John Robert Dalkin, belonging to that regiment before joining the Queen's, and his father and grandfather having also served in the Coldstreamers. Marian Parkinson married and settled at Beckingham. Not long before her death in November last Mrs. Parkinson, who retained a vivid recollection of the shipwreck, wrote as follows of her experience on that terrible night in February, 1852:

"I was three years and eight months old at the time of the wreck, and I can remember quite well my mother taking me in her arms on deck in my night clothes, and giving me to the cabin-boy to hold. In after years I learnt she went below to fetch a cloak she left behind, and they had lowered me into the boat when she got back on deck. She could not find me, and all the boats had pushed off clear of the ship. Two of the officers swung mother from the side of the vessel as it was sinking, and she just caught the side of the boat and held on to the gunwale as the boat went on the point of being drawn under by the sinking vessel. We were in the boat many hours, until a small vessel picked us up."

The memorial to Marian Parkinson—a large mural base on oak base, with a representation of the sinking troopship above the inscription—recalls that the Birkenhead was lost "under circumstances which evoked the admiration of all countries." It was erected by the officers and all ranks of the 1st Battalion the Queen's, which regiment had a detachment on board, of whom Ensign Royle, Bandmaster Zwicker, and thirty-three men of fifty rank and file were drowned.

The Lord Bishop of Southwell and a large representative company were present at the unveiling, which, in the absence of the battalion in India, was performed on their behalf by Mr. A. C. Addison, author of "The Story of the Birkenhead."

REMINISCENCE OF OLD BOMBAY.

ROMANCE OF A CATHOLIC CHARITY SCHOOL.

ARCHBISHOP DUFFOY'S CLAIM FOR A LAKH.

A suit is now being heard in the Calcutta High Court, before Mr. Justice Boddily, in which the Roman Catholic Archbishop of Bombay is claiming payment of a sum of over a lakh of rupees lying in the hands of the Official Trustees of Bengal and belonging to the Bareilly estate, the Archbishop having been appointed by the Bombay High Court trustee to the Bareilly Charity School at Cavel, Bombay. The history of the establishment of this charitable institution dates back to the year 1797, and Mr. Ros, a solicitor, who has made a careful search through papers originally belonging to Messrs. Joseph Bareilly and Sons, has come across documents which clearly place it beyond doubt that the sum of money now being claimed was held in trust by the firm of Messrs. Joseph Bareilly and Sons on behalf of the charity school at Cavel. The firm of Bareilly afterwards removed to Calcutta to trade there, and returned a good deal of the money of the school, which they financed from Calcutta, and their accounts clearly showed their dealings with the principal of the school, to whom they regularly remitted money. The school at this time was under the jurisdiction and control of the Bishop of Damara, subject to the Archbishop of Goa, who was the head of the Padroado. Some time in the eighties, the long-discussed question between the Jesuits and the Padroado was settled by a Catholic Hierarchy being formed in India with the Archbishop of Goa as its head, and in the allotment of jurisdiction and property this school passed into the hands of the Jesuits and the Bishop of Damara gave up his rights in favour of the Archbishop of Bombay. It appears, however, that there is another claimant for the money, the Bombay Educational Society, who claim it on behalf of a Protestant charity school in Bombay. About two years ago on the application of the Archbishop of Bombay, Mr. Justice Stephen made an order for payment to the Archbishop of that sum, the Official Trustee merely stating that the evidence seemed to him to be a little unsatisfactory. On that order being passed another counsel appeared in Court and stated that he had an application on behalf of the Bombay Educational Society actually claiming that the money belonged to them, and that he was about to make an application.

Shipping.

Prinz Heinrich, Ger. s.s., 1,902, P. Gress, 17th Aug.—Yokohama 5th Aug. Mails and Gen.—M. & Co.

Helene, Ger. s.s., 980, J. I. Sen, 17th Aug.—Tientsin 13th Aug. and Hoihow 16th, Coal and Gen.—J. & Co.

Dagry, Nor. s.s., 829, O. Abrahamson, 17th Aug.—Newchwang 9th Aug. Gen.—Agard, Thoresen & Co.

Pelayo, Br. s.s., 1,100, F. J. Flynn, 17th Aug.—Tientsin 9th Aug. Ballast.—Mr. McBain.

Kwongsang, Br. s.s., 1,438, W. P. Baker, 17th Aug.—Canton 17th Aug. Gen.—J. M. & Co.

Pavel Andrejef, Dan. s.s., 1,293, L. Taurek, 17th Aug.—Shanghai 13th Aug. Tea—Order.

Proteus, Nor. s.s., 1,024, N. K. Grabbe, 17th Aug.—Tientsin via Amoy and Swatow 16th Aug. Gen.—O. S. K.

Haimun, Br. s.s., 616, V. J. Robson, 18th Aug.—Swatow 17th Aug. Gen.—D. L. & Co.

Teau, Br. s.s., 1,345, W. B. Brown, 18th Aug.—Manila 15th Aug. Gen.—H. & S.

Hyndes, Am. s.s., 2,932, Geo. Wright, 18th Aug.—Tacoma 4th July, Gen.—D. & Co., Ltd.

Clearances at the Harbour Office.

Germany, for Yapt.

Triumph, for Swatow.

Netherlon, for Rangoon.

Prinz Heinrich, for Shanghai.

Zoroaster, for Christmas Is.

Kiungking, for Shanghai.

Triumph, for Haiphong.

Yungang, for Manila.

Manchuria, for Amoy.

Footstep, for Singapore.

August 17.

Lucia Vittoria, for Kwong-chow-wan.

August 18.

Prinz Heinrich, for Europe.

Manchuria, for San Francisco.

Ceylon, for Shanghai.

Danteus, for Singapore.

Perla, for Shanghai.

Ananias, for Bangkok.

Benching, for Nagasaki.

Kiangling, for Singapore.

Edith, for Whampoa.

Fishing, for Canton.

Ithaka, for Canton.

Yungang, for Manila.

Kiungking, for Shanghai.

Triumph, for Swatow.

Frl, for Haiphong.

Pavel Andrejef, for Singapore.

Germany, for Sydney.

Passengers arrived.

Per Haimun, from Coast Ports.—Mr. Kraay, Capt. Mitchell, Mrs. Gough, Mr. Goh Yong, Mr. Chua Tik Ming, and 131 Chinese.

Per Teau, from Manila.—Messrs. W. R. Watson, Henry S. Townsend, W. F. Callender, C. S. Liverworth, Lieut. H. L. Wigmore, Capt. C. Smith, Messrs. John Lakeless, Edward Hill, W. C. Ogan, Mr. and Mrs. L. J. Campbell, Mr. and Mrs. P. M. Scott, 100 Chinese, and 40 Students (F. P. Pinos), for the United States.

Per Prinz Heinrich, for Hongkong from Yokohama.—Mr. R. Hauptmann, from Shanghai.—Messrs. F. B. Jacob, E. S. Landen and servant, Miss C. Dawers and servant, Major W. E. Freeman, Mrs. G. Carlan, Mr. T. Bruto, Rev. T. Beaulieu, Mr. Tannen, Dr. T. Chang, and Mr. L. Schultze. From Kobe, Mr. Plate, and Mr. T. Kimura. From Nagasaki.—Miss Tami Tine, Dr. Nigel Oliphant, Mrs. T. Maruyama, and Mr. S. Misami.

Shipping Report.

Str. Haimun, from Coast Ports.—Moderate to light variable winds and showery, smooth.

Str. Teau, from Manila.—Fresh breeze shifted to the Eastward, last night about 5 p.m. cloudy and heavy sky, moderate sea.

Vessels in Port.

Amara, Br. s.s., 1,566, C. J. Mattock, 15th Aug.—Hongkong 13th Aug. Coal.—J. M. & Co.

Battenhall, Br. s.s., 1,378, Chas. Wilson, 20th July.—Sourabaya 20th July, Sugar.—D. & Co., Ltd.

Courfield, Br. s.s., 2,874, J. W. Martin, 15th Aug.—Mojib 9th Aug. Coal.—B. & Co.

Dagmar, Ger. s.s., 963, C. Wolff, 14th Aug.—Bangkok 7th Aug. Rice and Gen.—B. & S.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 14th Aug.—Vancouver, (B.C.) 24th July, and Shanghai 14th Aug. Mails and Gen.—C. P. R. Co.

Gaen, Nor. s.s., 621, Haas Dahl, 9th Aug.—Sourabaya 19th July, Sugar.—Order.

Germania, Ger. s.s., 1,714, S. Petersen, 14th Aug.—Bangkok 8th Aug. Rice.—J. & Co.

Haiching, Br. s.s., 1,367, A. E. Hodgins, 17th Aug.—Amoy and Swatow 16th Aug. Gen.—D. L. & Co.

Helene, Menzies, Ger. s.s., 984, K. Auer, 14th Aug.—Mojib 6th Aug. Coal.—Order.

Hohezen, Ger. s.s., 6,660, O. Kraef, 20th July.—from Genoa, Ballast.—M. & Co.

Keong Wai, Ger. s.s., 1,115, Kohler, 14th Aug.—Bangkok 8th Aug. Rice.—B. & S.

Kiungking, Br. s.s., 1,228, Harris, 17th Aug.—Canton 17th Aug. Gen.—B. & S.

Kumang, Br. s.s., 4,077, E. J. Baller, 16th Aug.—Calcutta and Amoy, Penang 7th, and Singapore 10th, Gen.—T. M. & Co.

Kutang, Br. s.s., 3,109, R. C. D. Bradley, 15th Aug.—Shanghai 10th Aug. Ballast.—J. M. & Co.

Lennox, Br. s.s., 2,361, F. McNair, 15th Aug.—Callao 29th Aug. Ballast.—D. & Co., Ltd.

Nanshan, Br. s.s., 1,229, A. W. Brynall, 6th Aug.—Kohsichang 31st July, Rice.—Chinese.

Nord, Nor. s.s., 730, G. araldsen, 13th Aug.—Canton 12th Aug. Gen.—Aagaard, Thoresen & Co.

Petrarch, Ger. s.s., 1,352, C. Ahrens, 7th Aug.—Amoy 5th Aug. Ballast.—S. W. & Co.

Stentor, Br. s.s., 4,308, B. Lewis, 15th Aug.—Shanghai 12th Aug. Gen.—B. & S.

Suisang, Br. s.s., 1,776, F. Wheeler, 12th Aug.—Calcutta 26th July, and Singapore 6th Aug. Gen.—J. M. & Co.

Sungking, Br. s.s., 1,685, G. H. Pennefather, 16th Aug.—Hilo 13th Aug. Ballast.—B. & S.

Telemaachus, Br. s.s., 1,300, J. Williamson, 11th Aug.—Saigon 7th Aug. Gen.—Chinese.

Wik, Ger. s.s., 4,000, H. Carstens, 31st July.—Mojib 2nd July, Coal.—Order.

Zafiro, Br. s.s., 1,618, R. Rodger, 14th Aug.—Manila 11th Aug. Gen.—S. T. & Co.

Zoroaster, Br. s.s., 2,383, J. Evan, 12th Aug.—Mojib 6th Aug. Coals.—B. & Co.

SAILING VESSELS.

Pass of Brander, Br ship, 2,000, W. J. Ryder, 28th July.—Philadelphia 14th April, Case Oil.—S. O. Co.

Steamers Expected.

Vessels	From	Agents	Due
Changsha	Manila	B. & S.	Aug. 19
Tjibahi	Macassar	J. C. J. L.	Aug. 19
Lightning	Singapore	D. S. & Co.	Aug. 21
Radnorshire	Singapore	S. T. & Co.	Aug. 21
Alcinous	Singapore	B. & S.	Aug. 21
Ras Dara	New York S. T. & Co.	Aug. 21	
Ernest Simons	Singapore	M. M. & Co.	Aug. 22
Aragonia	Japan	P. & A. Co.	Aug. 22
Taijap	Kobe	J. C. J. L.	Aug. 24
Lisang	Calcutta	M. & Co.	Aug. 28
Willead	Sydney	M. & Co.	Aug. 30
Tatar	Vancouver	C. P. R. Co.	Aug. 30
Emp. of Japan	Vancouver	C. P. R. Co.	Sept. 6

Hongkong & Whampoa Dock Returns.

Nord, Nor. s.s., at Kowloon Dock.

Zafiro, " " " " " "

Hans Wagner, " " " " " "

Lauchan, " " " " " "

Tak Hing, " " " " " "

Chauwai, " " " " " "

Wingchai, " " " " " "

Thyra, " " " " " "

Kutang, " " " " " "

Keongwai, " " " " " "

Lennox, " " " " " "

Ships Passed The Canal.

Outward—14th July—Ulysses, 19th July—Barotse, Bengala, Fraya, Pochentat, 28th July—Alcinous, Suttonhall, Ernst Simon, Rhein, 2nd August—Swatow, Ganti, Yunnan, Bendiche, Wray Castle, 4th August—Sylva, 12th August—Koon, Swanley, Sylva, Slavonia, 12th August—Polystim, Tunkah, Longor, 15th August—Benalower, Glanvurth.

Homeward—2nd August—Slam, 4th August—Pera, Ping Sui, Jason, Silista, (Aust.) 12th August—Palermo, 15th August—Montrois, Glancut, Sachien, Sikh, Mantia.

Arrivals at Home—14th July—Benalder, Bayern, Hudson, 19th July—Segovia, Indranti, 28th July—Whampoa, Suevia, Pona, Socotra, Abegaila, Sagami, Pallodon Hall, 28th July—Kinkuck, Calcedonia, 2nd August—Dancallion, Benmohr, Calcutta, Senigambila, 4th August—Banlu, 9th August—Darmstadt, 12th August—Oreanion, 15th August—C. Ford Laster.

Post Office.

A Mail will close for—

Amoy, Straits and Rangoon—Per *Glenogle*, 19th Aug. 11 A.M.

Macao—Per *Huangshan*, 19th Aug. 12.15 P.M.

Amoy Fochow and Tamsui—Per *Haimun*, 19th Aug. 1 P.M.

Swatow—Per *Nahua*, 19th Aug. 1 P.M.

Swatow and Shanghai—Per *Kwongyang*, 19th Aug. 5 P.M.

Singapore—Per *Stentor*, 19th Aug. 5 P.M.

Quong-chow-wan—Per *Hoi Tin*, 19th Aug. 5 P.M.

Manila and Hilo—Per *Sungking*, 21st Aug. 3 P.M.

Singapore, Penang and Calcutta—Per *Kutang*, 22nd Aug. 10 A.M.

Kobe—Per *Wik*, 22nd Aug. 10 A.M.

Europe, &c., India, via Taitcorin—Per *Sydney*, 22nd Aug. 11 A.M.

Frederick, Wilhelmshafen, Herberstshoe, Matupi, Brisbane, Sydney and Melbourne—Per *Prinz Heinrich*, 22nd Aug. 11 A.M.

Manila—Per *Teau*, 22nd Aug. 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 23rd Aug. 11 A.M.

Singapore and Calcutta—Per *Sambla*, 23rd Aug. 4 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Timah*, 24th Aug. 11 A.M.

Tientsin—Per *Elang*, 25th Aug. 2 P.M.

Suratow, Weihaiwei, Chefoo and Tientsin—Per *Chihli*, 25th Aug. 3 P.M.

Manila—Per *Zafiro*, 26th Aug. 10 A.M.

Europe, &c., India, via Taitcorin—Per *Nialla*, 26th Aug. 11 A.M.

Manila—Per *Rubi*, 2nd Sept. 11 A.M.

Kobe—Per *Changsha*, 6th Sept. 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Tartar*, 13th Sept. 11 A.M.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namiao, Sanbus, Koonmoo, Kumchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate for 4 cents for each half ounce instead of 10 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2d. to 2d. for each half ounce.

VISITORS AT THE HOTELS.

HONGKONG.

Bannell, C. O. Lewis, A. R.

Bell, R.N. Lieut. H. F. Lewis, L. S.

Bingham, Mr. & Mrs. MacDonald, D.

J. E. and child. Marriott, D. O.

Bissell, W. S. McAnn, T. G.

Blaney, S. Meikle, Mr. and Mrs.

Black, H. I. Miller, E. A.

Bonner, E. A. Miller, P. L.

Bradley, R. C. D. Mondon, E. L.

Brighton, F. G. Moon, Mr. & Mrs. F. M.

Broughall, L. Moore, Dr. W. B. A.

Bunner, Mr. and Mrs. Morrison, Mrs.

W. C. Newington, A. G.

Carter, W. L. Oei, Miss G.

Chambers, Mr. & Mrs. Oei, Miss A.

H. K. Oliffe, O. C.

Clark, Hon. Dr. Francis Packer, B. L.

Clark, M. O. Packer, Mr. F. N. Le

Clegg, R.N. Eng. Lt. Parit, W.

and Mrs. H. I. Patey, Mrs. E. O.

Cunningham, G. Peake, W.

Davies, F. O. Perkins, Mr. and Mrs.

Davies, W. E. T. L.

Denvers, Miss C. Queckard, F.

Doolittle, F. H. Reel, Dr. L. R.

Douglas, Capt. & Mrs. J. S. and Fisher, R.

Downing, Mr. T. C. child. Fisher, R.

Fletcher, H. Hales, G. L.

Glover, C. Key, Dr. H.

Grant, A. W. Knill, G.

Grove, Dr. F. Lemeke, Capt. P.

Grove, Mrs. F. Shea, J. J.

Hall, Capt. T. Skinn, A. J.

and Major and Mrs. Skott, C.

O. T. Stearns, E. A.

Harworth, C. Thompson, W. L.

Harding, R. Thompson, M. L.

Hurst, R.N., Engineer. Thombrow, L.

Capt. Uebahoun, C. H.

Innes, Capt. R. Watkins, Miss E.

Kerr, F. Whitlow, A. W.

Kobb, Miss C. Wong, S. K.

Laing, A. H. Wright, Mr. and Mrs.

Large, H. J. C. Wright, James

Lawless, Major Zieler, J.

PEAK.

Accott, E. F. King, Dr. and Mrs.

Beattie, A. Louder, Mr.

Beattie, M. P. Macdonald, Mr.

Bornand, Mr. and Mrs. Martin, R.

Bourcheir, Mr. & Mrs. Melce, Mr. and Mrs. G.

Boyd, Capt. and Mrs. Mitchell, R.

Brown, Mr. & Mrs. D.E. Moxon, Mr. and Mrs.

Clocher, A. N. Herbert

Cocks, Mr. & Mrs. A.E. Muella, E.

Darling, Col. Ollis, F. B.

Dixon, Mr. O'Neill, J. L. Hugh

Edwards, Mr. and Mrs. Parry, Major

Gales, Capt. Paxton, Capt. H. W.

Hallingsworth, Mr. and Mrs. Phillips, Major

Harler, B. Brotherton. Piggott, Mr. and Mrs.

Hassan, Mr. and Mrs. Pellock, K.C. Mr.

Haynes, Col. Reigle, Dr. and Mrs.

Hazelard, F. A. Sawyer, Capt. and Mrs.

Helaguan, A. Stadi, Mr. and Mrs.

Hett, Mr. and Mrs. Van de

F. Taget. Stokes, Mr.

Hindesford, Mr. & Mrs. Thomas, Mr.

Hudig, D. Uffel, W. von

Jeffries, H. U. Vereker, Capt. and

Johnson, Rev. Mrs.

Joseph, Mr. and Mrs. White, Dr. and Mrs.

Kaye, Major and Mrs. M. I.

Kelsall, Major & Mrs.

CRAIGIEBURN.

Barnett, H. J. O. Nicholls, E. A.

Brown, C. A. Russell, Mr.

Dunn, G. H. Smith, E. Grant

Frost, B. L. Smith, Mr. and Mrs.

Gaskell, Mr. and Mrs. Grant

Hogg, Mrs. Smith, Percy

Jameson, P. S. Webb, Mr. and Mrs.

Lyons, F. W. Montague

Marchant, Capt. and Mrs. Wilson, Dr. Newell

Mrs. and children. Young, J. Ashton

OCCIDENTAL.

Albert, B. E. Lowe, Miss Siesie

Anderson, G. Major, Capt. and Mrs.

Bveter, C. and child

Chandler, Lieut. Army Munro, Miss A.

Edric, " Dept."

Edric, " Dept."

Fischer, Ch. Ohme, A.

Fisher, R. Owen, E.

Furth, Heinz. Smend, Dr. H.

Hales, G. L. Swaby, Mr. and Mrs.

Key, Dr. H. Tintzon, G.

Knill, G. Vojacek, R.

Lemeke, Capt. P. Wintz, Robt.

Lowe, Mr. and Mrs.

KOWLOON.

Hall, J. S. Strzinski, May

Baxtubbe, R.

Carr, Chas. J.

Aug. 17 at 10 a.m. Aug. 17 at 4 p.m.

Temperature 84 79

Humidity 77 89

Rainfall — —

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME	CLASS	TONS	GUNS	I.H.P.	CAPTAIN	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Weihaiwei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson O'Malley	Weihaiwei
Arun	torpedo boat destroyer	550	6	7,000	Lieut.-Commander R. H. Heaton	Weihaiwei
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Shanghai
Banaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Tolson	Weihaiwei
Cadmus	loop	1,070	6	1,400	Commander H. du C. Luard	Yongtze
Cherub	water tank and tug	390	6	1,400		Hongkong
Clio	loop	1,070	6	1,400		Yongtze
Dilem	cruiser, 1st class	11,000	16	16,500	Commander H. D. Wilkin, D.S.O.	Weihaiwei
Dee	torpedo boat destroyer	550	6	7,000	Captain H. W. Savory	Weihaiwei
Erne	torpedo boat destroyer	550	6	7,000	Lieut.-Commander H. E. Sullivan	Weihaiwei
Etrick	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Bather	Weihaiwei
Exe	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Lewin	Weihaiwei
Fame	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Weihaiwei
Flora	cruiser, 2nd class	4,360	10	7,000	Lieut.-Commander Stevenson	Weihaiwei
Flora	torpedo boat destroyer	275	6	4,000	Captain H. Grant-Dalton	enroute from England
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander J. May	Weihaiwei
Hecla	special service torpedo-v.	6,400	—	2,400	Lieut.-Commander Richards	Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Captain E. F. B. Charlton	Weihaiwei
Hogue	cruiser, 2nd class	3,600	8	7,000	Captain Shortland	Weihaiwei
Iphigenia	torpedo boat destroyer	550	6	7,000	Captain William B. Fawcett	le

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "SYDNEY."

Captain F. Combe, will be despatched for
MARSEILLES on TUESDAY, the 22nd
August, at 1 P.M.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.Next sailings will be as follows:—
S.S. ARMAND BEHIC... 5th September.
S.S. ERNEST SIMONS... 19th September.
S.S. POLYNESIE... 3rd October.G. DE CHAMPEAUX,
Agent.

Hongkong, 9th August, 1905. [7]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)
THE Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 26th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. Macedonia, 10,500 tons, from Colombo,
Passengers accommodation in which vessel is
secured before departure from Hongkong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Cal-
edonia, due in London on the 8th October.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 12th August, 1905. [12]

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Hyades	3,753	Geo. Wright	At Aug. 22
Lyra	4,417	G. V. Williams	Sept. 15
Pleades	3,753	F. G. Purinton	Sept. 22
Shawmut	9,666	E. V. Roberts	Sept. 29
Tremont	9,666	T. W. Garlick	Oct. 6

Steamer marked (*) have no second-class
passenger accommodation.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 10th August, 1905. [8]

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1895. [52]

To Let.

TO LET.

NOS. 15 and 29, WONG-NEI-CHONG
ROAD.A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.No. 1, RIFON TERRACE,
FLATS in MORETON TERRACE, facing
Polo Ground.OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 2nd August, 1905. [69]

TO LET.

NO. 3, MACDONNELL ROAD.
Apply to—THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692]

TO LET.

WITH IMMEDIATE POSSESSION.
"FOREST LODGE," Caine Road.
Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527]

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.
Rents very moderate.

Apply to—

H. RUTTONJEE,
No. 5, D'Aguiar Street,
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities—

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPSOF ALL DESCRIPTIONS,
from the best makers.INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPSat the most moderate
prices.Lamps fixed up for
Buyers free of charge.Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 10th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAYD UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN BY QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$20,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$2.46 for second half-year 1904	5 %	{ \$912 1/2 sa. London £89 \$38 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	...
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	5 1/2 %	\$330 sa. and b.
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$1,199,925 \$302,306 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	6 %	\$75 buyers.
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$2,000,000 \$37,749 \$37,110 \$80,773 \$700,000 \$37,794 \$1,000,000 \$218,093 \$2,241	\$2,078,997	\$35 for 1903	4 1/2 %	\$740 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000 \$218,093 \$2,241	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$84 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	10 1/2 %	\$335 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,439 \$250,000 \$600,000 \$145,376 \$120,000 \$241,150 \$3,999	\$8,832	\$1 for 1904	5 %	\$20 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$85,439 \$250,000 \$600,000 \$145,376 \$120,000 \$241,150 \$3,999	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$5,000 \$185,000 \$85,439 \$250,000 \$600,000 \$145,376 \$120,000 \$241,150 \$3,999	\$8,004	\$1 for first half-year 1905	7 1/2 %	\$26 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$241,150 \$3,999 \$185,000 \$85,439 \$250,000 \$600,000 \$145,376 \$120,000 \$241,150 \$3,999	\$4,435	12/- @ 1/10=\$6.29.51 for 1904	6 1/2 %	\$96 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 Tls. 25,000 Tls. 116 Tls. 116 Tls. 116 Tls. 116 Tls. 116 Tls. 116 Tls. 116 Tls. 116	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	7 1/2 %	Tls. 60 buyers
Do. (Preference)	100,000			Tls. 40,000		Tls. 1 1/2 final making Tls. 3 1/2 for 1904	7 1/2 %	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	Tls. 116 Tls. 116 Tls. 116 Tls. 116 Tls. 116 Tls. 116 Tls. 116 Tls. 116 Tls. 116 Tls. 116	\$929	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	Tls. 217 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$116 \$116 \$116 \$116 \$116 \$116 \$116 \$116 \$116 \$116	\$29	\$1.80 for year ending 30.4.1905	5 1/2 %	\$33
Straits Steamship Company, Limited	5,000	\$100	\$100	\$116 \$116 \$116 \$116 \$116 \$116 \$116 \$116 \$116 \$116	\$21,231	\$10 for 1904	7 %	\$145
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,079 Tls. 276,079 Tls. 276,079 Tls. 276,079 Tls. 276,079 Tls. 276,079 Tls. 276,079 Tls. 276,079 Tls. 276,079 Tls. 276,079	Tls. 6,190	Interim of Tls. 2 for 1905	13 1/2 %	Tls. 29 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$450,000 none	\$42,812	Interim of \$10 for 1905	11 %	\$233 ex div. b.
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,987	\$3 for 1897	...	\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	3 1/2 %	Tls. 68 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000 none	\$7,820	Interim of 1/- (No. 4)	...	Tls. 7.20 sellers
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5).	...	G. \$18
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	\$8,745	No. 12 of 1/- = 48 cents	...	\$34 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2 %	Tls. 138 buyers
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	\$3.75 for 1904 on old capital	7 1/2 %	\$27 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000	\$29,422	Interim of \$2 1/2 for 1905	5 %	\$102 1/2 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000	\$498,289	\$46 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 %	\$201 sellers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$15,500 Tls. 487,210 Tls. 59,880 Tls. 10,000 Tls. 17,500	\$489	\$14 for 1903	7 %	\$17 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 3,200 Tls. 3,200 Tls. 3,200 Tls. 3,200 Tls. 3,200 Tls. 3,200 Tls. 3,200 Tls. 3,200 Tls. 3,200 Tls. 3,200	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	5 1/2 %	Tls. 195 sellers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000 Tls. 17,500	\$206,645	\$50 for 2nd half year making \$26 for 1904	6 1/2 %	\$385
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 250,000 Tls. 250,000 Tls. 250,000 Tls. 250,000 Tls. 250,000 Tls. 250,000 Tls. 250,000 Tls. 250,000 Tls. 250,000 Tls. 250,000	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 195 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 1/2 %	\$29 1/2
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 34,000 Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 135 sales
Central Stores, Limited	6,000	Tls. 25	Tls. 25	Tls. 8,000		Final of 60 cents making \$1.80 for 1904	10 %	\$18 sales
Do. (Founders)	123	\$15	\$15	\$20,000	\$1,502	None	...	\$100
Do. (New Issue)	24,000	\$15	\$15	\$74	\$1,502	Preferential of 7 per cent for 1904	7 %	\$7 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 %	\$150 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000 Tls. 20,986 Tls. 20,986 Tls. 20,986 Tls. 20,986 Tls. 20,986 Tls. 20,986 Tls. 20,986 Tls. 20,986 Tls. 20,986 Tls. 20,986	\$37,875	Interim of \$3 1/2 for 1905	5 1/2 %	\$127 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 22,986 Tls. 22,986 Tls. 22,986 Tls. 22,986 Tls. 22,986 Tls. 22,986 Tls. 22,986 Tls. 22,986 Tls. 22,986 Tls. 22,986	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	14 1/2 %	Tls. 17 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	First year		Interim of \$4	...	\$105
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,994 \$50,000	\$11,958	90 cents for 1904	7 1/2 %	\$12 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$377	\$3 for 1904	7 1/2 %	\$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000 none	Tls. 40,066	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 122
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 3 for 1905	12 %	Tls. 45 sales
Tientsin Land Investment Company, Limited	7,720	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	6 %	Tls. 117 1/2 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Interim of \$1 1/2 for 1905	6 1/2 %	\$56 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	8 %	Tls. 50
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	30 cents for the year ending 31.7.04	3 1/2 %	\$16
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227 none	Tls. 13,629	Interim of 3 1/2 a/c 1898	...	Tls. 45 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 1/2 a/c 1898 on 6,000 shares	...	Tls. 55 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 27,050	4 % for 1897	...	Tls. 200 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	\$1,182	First year	...	\$118 sales
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	8 1/2 %	\$36
China-Borneo Company, Limited	60,000	\$12	\$12	none	Tls. 718	\$1 for 1904	8 1/2 %	\$112
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	8 1/2 %	Tls. 77 1/2 sales
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$3,739	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 %	\$9 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	\$1,581	\$1 1/2 for year ending 31.7.1903	9 %	\$17 sellers
Green Island Cement Company, Limited	150,000	\$10	\$10	\$400,000 \$500,000 \$186,000	\$95,054	\$2 for 1904	7 %	\$28 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$7,551	Final of \$1 1/2 making \$2 1/2	9 1/2 %	\$27 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£25,394 £3,000	\$8,188	£1 div. and 2/- bonus for 1904	7 %	\$175 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,151	\$1.00 for year ending 31.4.1905	6 1/2 %	\$15 sellers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,706	\$15 for year ending 30.11.1904	5 %	\$212 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,356	Interim of \$4 for 1905	7 %	\$237 1/2
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$14,137	\$10 for 1904	7 %	\$150 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	Interim of 50 cents 30.9.04	13 1/2 %	\$145 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,562	Interim of \$5	7 1/2 %	\$14 sales
Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,455 none	Tls. 35,849	and quarterly of Tls. 5, paid 15.6.05 mak- ing so far Tls. 12 1/2 for 1905	...	Tls. 165 buyers
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 5 for 1902	...	Tls. 25
Philippine Company, Limited	67,500	\$10	\$10	None	Dr. \$5,537	First year	...	\$94 nom.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None		None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172 Tls. 45,000 Tls. 25,000 Tls. 24,820 Tls. 25,000	Tls. 8,011	Interim of Tls. 3 1/2 for 1905	7 %	Tls. 122 1/2 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	6 %	Tls. 80 sales
Shanghai Paper and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Interim of Tls. 6 for 1905	8 1/2 %	Tls. 155 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000 none	Tls. 17,220	Interim of 15/- for 1905	4 1/2 %	Tls. 420 buyers
South China Morning Post, Limited	6,000	\$25 1/2	\$25	none	Dr. \$5,068	None	...	\$21
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	7 1/2 %	\$8 buyers
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$700	First year	...	\$14 buyers
Straits Trading Company, Limited	2,000	\$100	\$100	\$15,000 \$750,000 \$50,000	\$84,813	\$1 div. and 35 cents bonus for half year ended 30.9.1904	6 1/2 %	\$42 1/2 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5	7 %	Tls. 120
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$22,000	\$551	80 cents for year ended 31.5.1905	9 1/2 %	\$81 buyers
Do. (Founders)	100	\$10	\$10	\$300,000	\$6,096	\$19.80	11 1/2 %	\$130 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$25,000		Final of 50 cents making \$1 for 1904	7 1/2 %	\$11 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	Interim of 50 cents for year 1904/1905	10 1/2 %	\$11 1/2 buyers